

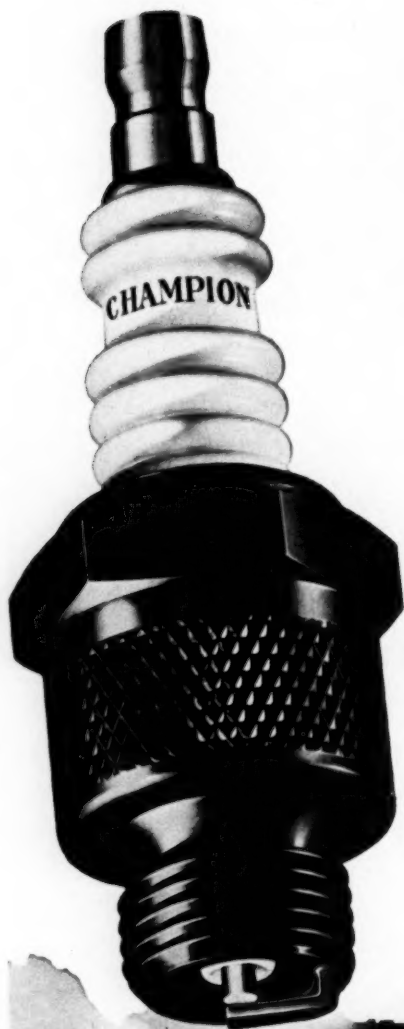


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Spark Plugs



To get the kind of performance your boat engine was designed to give, be careful in your selection of spark plugs. If you need advice along this line, there's none better than "Follow the Experts!"

In addition to Mr. Stanley Sayres, defending Gold Cup champion, every Gold Cup and Harmsworth entrant last season used dependable *Champion* Spark Plugs; in the National Outboard Championships eight out of nine winners used Champions, as did the winner of the Albany-New York and other marathon races. Such overwhelming preference for Champions proves they make every engine a better performing engine.



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Phil Lewis Boat Sales...

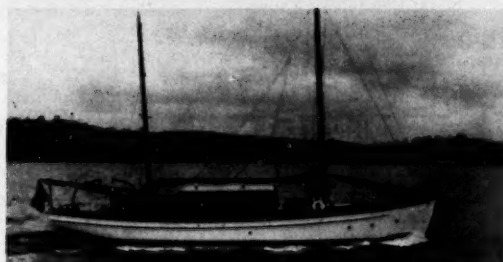
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Phil Lewis

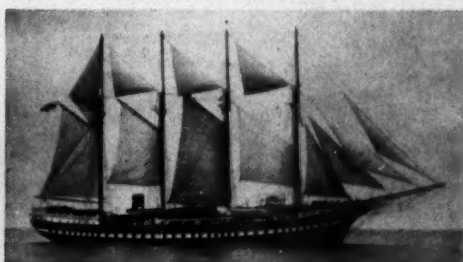
Lois Lewis



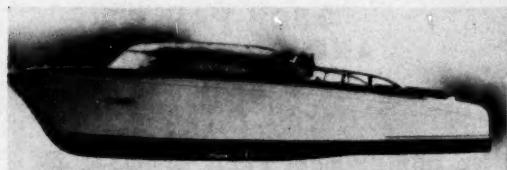
(Left) Salty, little 36-foot cutter; fine racing record.—\$8950. (Right, top) 45-foot twin-diesel cruiser. Morton Johnson-built, Henry Geiger design. Electric refrigeration, Fathometer, D-F, Photo-Pilot, shower.—\$30,000. (Lower) 43-foot bridge-deck cruiser. Monk design, Jensen-built. Sleeps six, oil range, hot water, Aer-O-Trol controls. Perfect condition.—Will accept any reasonable offer.



65-foot Grebe-designed motor sailer. One of the sturdiest, comfortable boats of her size ever built. 10 knots cruising with 100-hp. diesel engine. Three staterooms, Photo-pilot, deep freeze, electric refrigeration, hot-water heat, stainless steel rigging. D-F.—\$45,000.



258-foot diesel sailing yacht, "Tantome." 22,000-mile cruising range with twin 750-hp. diesels. Seven staterooms, all with bath. Two dining rooms, large deck house, cocktail lounge. Teak decks and exterior; steel hull. Unlimited possibilities.—Open to reasonable offer.

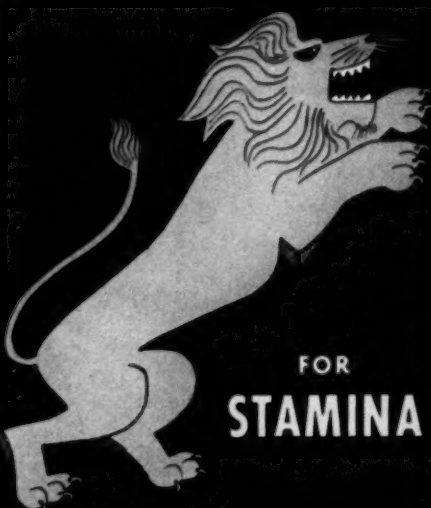


30-foot streamlined express cruiser. Large comfortable cabin, beautiful Airfoam upholstery, 130-hp. Kermath engine. Built 1949.—\$5300.



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SPECIFICATIONS

Series	Horsepower	R.P.M.	Cu. In. Displ.	Price
STANDARD MODELS				
30	50	3200	134	\$ 678.00
F-4	81	3000	220	1,021.00
Seiner Special	81	3000	220	
90*	95	3000	230	928.00
Mercury	100	3600	239	928.00
100*	110	3000	320	1,237.00
6-339*	140	3200	329	1,442.00
150	185	3000	447	2,473.00
160	175	2400	544	3,186.00
170	200	2400	611	3,278.00
200	225	2400	678	3,378.00
300	350	2600	894	4,882.00

SPECIAL HIGH SPEED

4-60	60	3400	134	\$ 678.00
6-95*	95	3000	230	928.00
6-110*	110	3600	236	1,010.00
6-130*	130	3200	320	1,252.00
6-145*	145	3200	399	1,457.00
6-150*	150	3400	339	1,560.00

DIESELS

4-186 Coast Guard				
Life Saver	50	3000	166	\$ 2,722.00
7000*	79	2600	255	2,754.00
8500*	84	2600	298	3,051.00
8-935	220	2000	935	18,600.00

Hydraulic reverse gears optional—extra.
Optional reduction gear ratios available for all models.

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With either of these 'NOSKID' Products you can impart **SAFETY** to your decks with a paint brush . . . a firm footing on wet or dry decks for rubber boots, leather shoes, sneakers and bare feet.

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This is the concentrated 'NOSKID' element that may be added to any deck paint to give it a surface that is safe to walk on under all conditions. Simply add it to any deck paint in quantities as directed, stir and apply.

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Photograph of a 'NOSKID' surface (unretouched). Note granular surface that will even grip a wet sneaker.



In contrast, note the smooth surface of conventional deck paint. It is bound to be slippery when wet.

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PACIFIC MOTOR BOAT

A MILLER FREEMAN PUBLICATION

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No. 8



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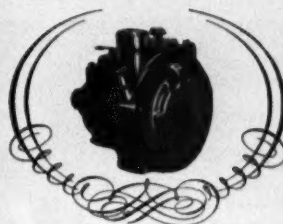
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THE COVER—Racing Horsepower

Four ocean-going tugs fight it out for the tug boat championship of the Northwest on Seattle's Elliott Bay during the recent Maritime Day races. Shown in the Class A event are, top to bottom, the Wedell Foss (the winner), MacLafay, Island Sovereign and Monarch. Full details on page 12.—photo by Josef Scaylea, The Seattle Times.

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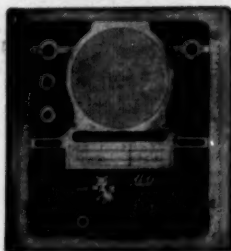
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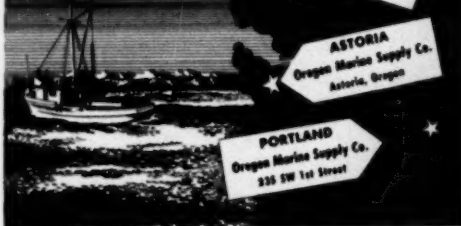
5218 Ballard Cable "PARAD." SEATTLE 7, WN.



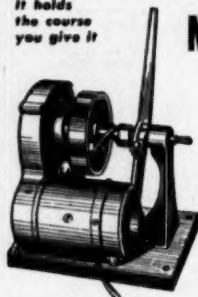
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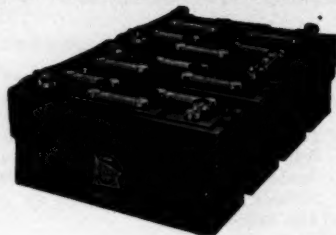
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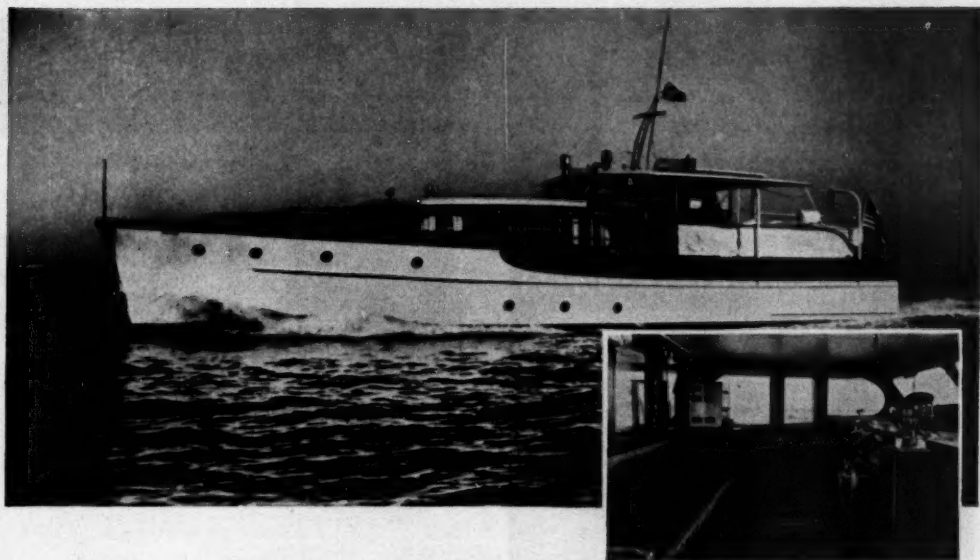
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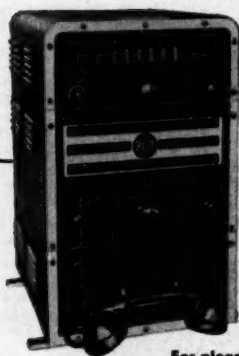
The 70-foot, twin diesel yacht **SERENO** owned by L. M. MILLER of Wichita, Kansas and Miami beach, Florida, was built by the Burger Boat Company, Manitowoc, Wisconsin. Aboard the "Sereno" you'll see a Radiomarine Radiotelephone, Model ET-8037, installed in the pilothouse.

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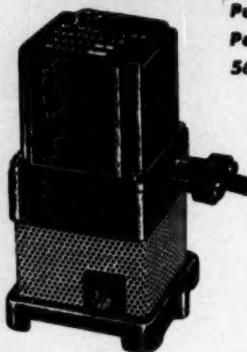
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SPECIFICATIONS

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Base Size 4 1/2 x 4 1/2 inches
Outlet Size 1/2-in. pipe thread
Screen Area 43 square in.
Weight 10 1/2 pounds

MODEL PSM NON-AUTOMATIC BILGE PUMP

Model	Volt	Amps.	Pr., ea.
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• Avoid the cost of cable or take off installations and the trouble and expense of cable failures! Unequaled for inboard engines with magnets or battery ignition. Easily mounted on instrument panel and/or other locations on the boat for continuous RPM readings.

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Fig. 141

KEROSENE CABIN LAMP

All brass, illuminates the cabin having no power or without need for electric battery.

SEARCHLIGHT

High Power Mirror Reflector and 100 C. P. Bulb. Range 1/4 Mile, no more expensive than light with Metal Reflectors.



Fig. 306

BATTERY SIDE LIGHT

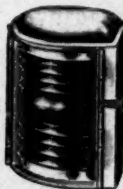


Fig. 41

PERKINS MARINE LAMP & HARDWARE CORP.

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This AKM 5.8 hp. model powers L. G. Keith's 16 foot skiff.

Gulfstream fishing is economical fun for L. G. Keith, Jensen Beach, Florida. He says:

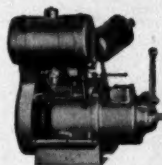
"Over 14 months ago I bought my second Wisconsin Heavy-Duty Air-Cooled Inboard. This new inboard is dependable . . . no time lost because of trouble. And it's economical. I troll inlets, rivers and gulfstream all day on five quarts of gasoline. I'm sold on Wisconsin Inboards!"

Spin a Wisconsin Inboard starter once on a test run,

shift to full speed ahead and you, too, are on your way . . . to better boating and Wisconsin Inboard ownership! The boat scampers away like a rabbit scooting for cover. Hazards ahead get quick attention also . . . fast slowdowns or reverses through "auto-type" shifting.

Water stays on the outside of the boat where it belongs, for Wisconsin's cool by air alone. And separate lube and fuel systems mean no messy, expensive mixing of oil and fuel.

Four models . . . 4-cycle 4, 5.8 & 7 1/2 hp. single-cylinder & 13 hp. 2-cylinder types. Write for bulletin S-116 and nearest dealer's name.



All-season service with this AEM 7 1/2 hp. model.



The big 13 hp. 2-cylinder TPM model with reverse gear assembly.

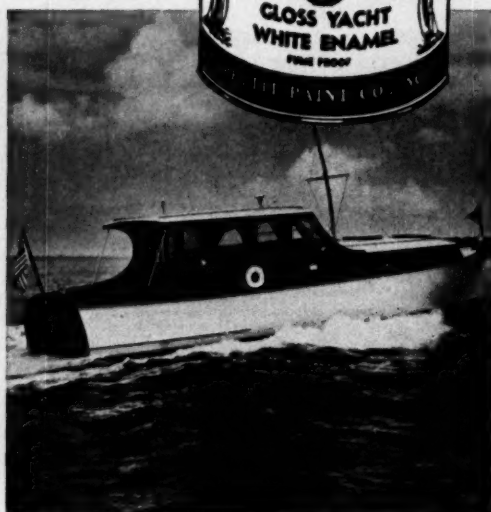
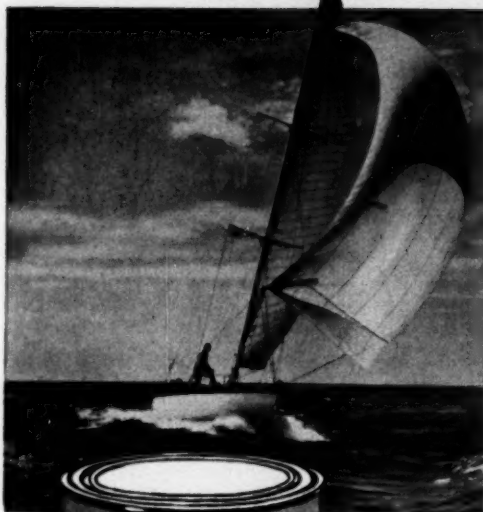
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In the heart of the Gulf Islands—sunset at Ladysmith, B.C.

San Juan and Gulf Islands by Outboard

A Young Seattle Couple Finds That a Small Boat Can Venture Into a Few Places Where the Big Boats Can't Go

by Jean Hudson Lunzer

DECEPTION Pass, Dodd Narrows, Straits of San Juan de Fuca and Haro . . . we tried them all, and lived to tell the tale despite admonition by skeptics who considered our slip of a boat far too small and inadequate for such adventures.

Five hundred miles in nine cruising days is no exceptional accomplishment, but, when the miles are logged by craft as small as ours . . . fourteen feet, five inches . . . they're worth talking about. We called her our "beer money boat" . . . she was planned to fit our modest, beer-sized pocket boat!

With a sturdy hull of U. S. molded plywood (not to be confused with conventional sheet plywood), our Lilliputian cruiser was in part "back yard" . . . we bought the bare hull (it reminded me strangely of a huge egg shell the first time I set eyes on it), and from that point on the boat was a labor of love. My husband, hereafter referred to as Ernie, completed her in time for christening on Memorial Day, 1950, with a bottle of . . . beer!

Molded plywood has a remarkable record of durability. Laminated in five thicknesses with phenolic glue, its wartime performance in the mosquito bomber is famous.

We made several early summer cruises, a day or so at a time, and by the time our big adventure began we knew we could count on our 16 hp. Johnson outboard stepping along at 18 mph. cruising speed, moderately loaded.

July 30, 1950, dawned warm and clear. We took off leisurely from Ray's Boat House in Ballard where the boat was stored between trips. There was a light breeze by the time we were well underway, headed for Saratoga Passage and the summer home of friends on the north end of Camano Island. Our arrival was greeted with more than the usual enthusiasm, because, at the moment, they were boatless and wanted to look at their crab pots. We did the honors but had to decline their invitation to a crab feed on the beach that night because we'd set our sights on a San Juan Island beach by nightfall.

The wind freshened as we reached Goat Island opposite Dugalla Bay on Whidby Island, but once headed into the channel toward Swinomish Slough the water was glassy calm. We settled back to contemplate our good fortune in weather . . . and then the fun began. Scarcely in sight of La Conner we had motor trouble.

It was Sunday and everything in the way of a marine repair shop was buttoned up tight. We made temporary repairs and limped in to Anacortes. It was warm, we had lots of time, so we really couldn't object to the reduced speed through the lush farm country which borders the slough. Anacortes was no more rewarding than La Conner . . . nothing open until morning. Fearful of being stranded if we camped across on Guemes Island, we decided a hotel was our only solution for the night. Furthermore, by that time, I knew I was playing tag with a light case of summer 'flu and somehow, a lumpy sleeping bag had no charm at that moment!

By 11 a.m. on Monday our motor was tip top again . . . that's what the man said . . . and off we streaked, headed once again for the islands via Deepwater Bay on Cypress Island. Here, we were told in Anacortes, "spinning was hot yesterday." After stopping to pass the time of day with three farmers from Mt. Vernon who found bottom fishing more interesting (they could catch fish that way, they told us) we anchored in a likely looking rip.

While Ernie tended two lines, I made sandwiches and relaxed, dip net in hand, to await the first sal-

mon. An hour passed and not a strike. We were anchored on a rocky bottom, our charts told us, and when we decided to leave our hook was firmly imbedded. We tugged and pulled, even started the motor . . . whammy, the anchor held, we were free, and a new anchor, then and there became a must on our day's shopping list!

We continued out through the Cone Islands, intending to round the tip of Cypress, then head across Rosario Strait. But trouble was still our stowaway and we'd scarcely hit full speed when strange noises in the motor were with us again. Bellingham had a Johnson agency we were sure, so off we started across Bellingham Bay, our second detour in two days.

No parts for the burned-out connecting rod bearing at the Johnson

Warm sunshine beating down on our tent left little choice but to rise early that next morning and be on our way. Again it was a calm morning and as we rounded Carter point the only marine disturbance was a school of black fish heading toward Bellingham Channel. If there were salmon the day before, they'd be gone now, we thought and for the time, headed for the San Juans proper.

We passed the northwest shore of Sinclair Island and ran between Cypress Rock and Towhead Island. At Tide Point a mild rip spanked our hull as we angled southwest toward Armitage Island, a dot on the chart near the south end of Blakely Island. I was especially intrigued by Armitage because years ago it had been owned by my family.

Through Thatcher Pass, we head-

The sun by that time had dropped low on an etched horizon, and the long slender ladders of the reef netters stood out like jet silhouettes against the golden sunset. Half way into the harbor we were amused by a sign "fresh eggs, milk, butter," tacked firmly on a lonesome piling.

Two other boats were ahead of us and before long three more arrived for the night. We found a grassy spot for our tent and after a quick meal prepared on our Coleman camp stove we ran out to Turn Point which has a reputation for salmon. Herring dimpled the quiet water, but again, no fish for us.

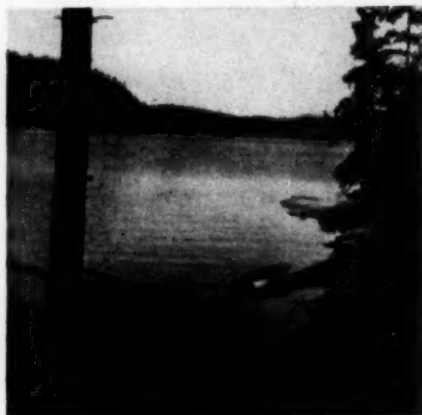
Roche Harbor and its very old Hotel De Haro were reminiscent of historic days of the pig war and provided an interesting morning of exploring. We picked up a few supplies here and intended heading for home because of a Sunday fishing date in Seattle. Eastbound again, we explored the islands approaching Harney Channel . . . Wasp, Crane and all the rest. Entering picturesque Pole Pass, we encountered a quaint old lady . . . out rowing just for exercise, she told us . . . "and I might catch a fish, too". We made a phone call for Orcas and were delighted to know the fishing date was off, because we'd by then heard much of the Canadian Gulf Islands.

This meant retracing our route to Friday Harbor for customs clearance. Our boat was too small for U. S. Coast Guard registry, so entry papers read "no name, no number, outboard." We were abreast of Sidney Spit in an hour and soon entered Canada officially through the quiet little town of Sidney on Saanich Peninsula of Vancouver Island. But only after calling a Canadian customs man from house painting!

We'd anticipated trouble in Haro Strait, but with flood tide and not a breath of wind it was like a mill pond. At an immigration official's suggestion, we spent our first night in Canada on the northwest tip of Pym Island, one of a dozen or more tiny islands dotting the waters between Sidney and Shute Pass.

Now deserted, Pym offered protected anchorage and an amazingly clean shell beach. Weather beaten signs indicated the isle had once been used as a government mink breeding ground. We pitched our tent in a grove of gnarled cedars and spent the quietest night of the entire trip.

Morning, and we were on our way again after a quick circling of the island by foot. North, via Moresby Pass, we crossed Swanson Channel



The Lunser's Lilliputian cruiser tied to a log on Round Island. Dodd Narrows is in the background.

shop . . . they'd have to be flown from Seattle the next morning. We left the 16 in the shop, mounted the 2½ hp. trolling motor and putt-putted down the bay to the Bellingham Yacht Club to tie up for the night. Again we sought the luxury of a hotel . . . jeans, sneakers and all. Our patience was well nigh gone when at noon we learned the airline had carried the parts on to Vancouver and would return them on a later flight.

Promptly a 6 p.m. we made our adieu at B.Y.C. and headed across a choppy bay to a small bight, unnamed on our chart, on Lummi Island. Protected from the blow which increased by the minute, we were soon enjoying our first night on the beach. While we rigged our snug two-man mountain tent, rocks for steak frying were heating in a small beach fire which we built the moment we landed.

ed northwest once more, leaving Frost Island to port and on to the junction of Harney and Upright Channels. Here we recalled a July 4 trip when we were stranded with a broken motor mount and were lucky enough to find an expert aluminum welder at nearby Port Stanley.

We were not alone in our "small boat foolishness" we discovered when we stopped to say hello to a chap who'd made the trip from Seattle with three adults, a dog and gear in a boat just our size! Down the channel to Friday Harbor, we found the customary marine traffic jam of boats of all sizes and descriptions clearing and entering U.S. Customs. Dwarfed by larger boats, we joined the parade to take on water, gas and groceries, and headed for Reid Harbor, an exquisitely beautiful landlocked indentation on the southeast shore of Stuart Island.

to Helen Point, the western entrance to Active Pass. The tide was running but not so rapidly as to hinder our 16 hp motor. Twice we ran through the pass, drift fishing back in hopes of landing a salmon. Outside the pass a heavy swell was running and there was considerable wind. Mindful of our size and consequent shortcomings, we ventured only briefly into Georgia Strait.

North again through Trincomali Channel and Houston Pass, we headed for Ladysmith and refueling. Almost negligible draft enabled us to enter Stuart Channel through a shoal between Kuper and Tent Islands. To our astonishment, Ladysmith proper is not on the shore so we crossed the harbor to Manana Lodge, a charming resort and marine station operated by Harry and Zella Olmstead.

There was something intriguing about the sign "beauty rest" but it was the prospect of hot showers after three nights "on the beach" which sold us on stopping over. A favorite rendezvous for Seattle boats, we met the H. R. McCulloughs and the Larry Brackets, both of Queen City Yacht Club, Seattle, cruising in their twin Chris-Crafts. The sunset that evening was impressive, but clouds seemed to be gathering to dog our footsteps the next day.

Saturday morning was house cleaning time. We scrubbed the boat inside and out and restowed our gear before heading for Nanaimo. Fish were being caught as we passed Yellow Point but time and tide could not wait. With the wind from the north chopping the water steadily we continued toward Dodd Narrows, stopping off briefly for exploration on Round Island which lies immediately southeast of the 8-10 knot tidal pass. Here was another stretch of water we'd been warned about, but apparently our indoctrination in tidal vagaries in Tacoma's famous Narrows had been complete and again we encountered no difficulties.

The increasing wind brought low hanging clouds, and rain began to fall before we'd completed our rounds of Nanaimo shops. We brought out the tarps, covered our gear, and after a few "wish you were here" post cards and a birthday wire to San Francisco we were under way again. The wind brought more rain and we abandoned the idea of continuing to Nanose Bay. Drenched, we ventured south again, through Dodd Narrows on a fast tide, back to Yellow Point . . . and to our joy, a brief session of good fishing. Word traveled fast, and a



"We pitched our tent in a grove of gnarled cedars . . . on Pym Island."

score of ambitious fishermen had gathered by the time we decided to return to Manana Lodge to dry out.

Good fishing seemed to be a good omen, and as suddenly as it began, the rain stopped and a brilliant triple rainbow loomed from a giant thunderhead. Manana Lodge was bustling when we returned. A half dozen yachts were moored at the float including the luxurious *Cuyama*, the large Trimmership which had been the sensation of the 1950 Seattle boat show.

We chose the interesting passage west of Salt Spring Island for our Sunday return to Pym Island. A large and impressive island, Salt Spring rises abruptly to a maximum of 2330 feet, Sansum Narrows was filled with fishing craft, both commercial and pleasure. We threw our lines out without success.

Genoa Bay, we'd been told, would be a fine place to stop for Sunday dinner. We went ashore with that in mind, but soon gave up the idea when we realized other Sunday patrons were "dressing." Our weather-beaten faces and faded dungarees were definitely at odds with the resort's atmosphere.

There was a wind and steep chop as we left Cowichan Bay, and our ride of Pym, via Satellite Channel and Colburne Passage, was a bumpy one. The wind died on the flood tide and the early evening was idyllic. We built a small beach fire, but sought our sleeping bags early in order that we might be packed and on our way in time to clear customs in Sidney the minute the office opened the next morning.

Again, Haro Strait failed to perform and we were in Friday Harbor in an hour. We reentered U.S.

waters and claimed our 22 Woodsman which we had been required to check with U. S. customs. As we left the harbor, Seattle bound, we came alongside the *Noname*, Ralph Wolbert's ketch, on a shakedown cruise in preparation for an Hawaiian trip.

It was another perfect morning and as we left Friday Harbor I settled down in the bottom of the boat for a little extra sunning, paying little heed to points in passing. I was surprised to look up and suddenly see unfamiliar farms spreading as far as the eye could reach on either side of us. Only then did I realize Ernie had decided to return across Rosario via the south end of Lopez Island, rather than through Lopez Pass as we'd previously discussed. I'd been fearful of these open waters . . . result of a stormy crossing of Rosario earlier in the summer.

But this morning even the ground swell was hardly discernible and there was no wind whatever. We circled in among the purse seiners working off Iceberg Point. The catch was light, we were told, so we continued on our way toward Deception Pass. The tide was nearing low slack. Oddly enough, once inside the pass we picked up a heavy chop and buffeted a strong south wind the entire distance into Seattle. Our clothing was stiff with salt spray by the time we reached the lee of the canal at Ballard about 6 o'clock.

This, our first boating venture, has ended with the inevitable consequence . . . as I write this, we are shopping for a larger boat. But, we proved, to our own satisfaction at least, two things . . . first, that small boating can be safe, and secondly, that it need not be costly.



Start of the Class C race on Elliott Bay. Here, eight tugs fight it out for position with the Pioneer Towing Company's *Iskum*, left, taking the lead and maintaining it throughout the race.

On Elliott Bay - -

Work Boats Turn Racing Craft

THE mighty tug boats of Puget Sound and British Columbia waters provided the most thrilling marine spectacle in recent years during the third annual Maritime Day races on Seattle's Elliott Bay May 19.

The 19 tow boats, ranging from the 36-foot, 200-hp. *Jerkmore*, a shovel nose job, to three 123-foot ocean-going tugs, raced in four classes over a triangular 4-mile course. The championship of the work boat fleet was won by the perennial favorite, the *Wedell Foss*, twice runner-up in earlier contests to military vessels.

The *Wedell Foss*, commanded by Noel Davis, skipper, and with Clyde Lashua in the engineroom, ran the course in 18 minutes, 7 seconds, to win the Class A title. The 108-foot *Foss* tug, laid down in 1904 as the *Neptune*, is powered with a 1050-hp. Fairbanks-Morse diesel engine.

Behind the Seattle towboat came the *MacCloufay*, owned by the Alaska Ship Lines of Tacoma, which finished in 18 minutes, 42 seconds. This Mikimiki-type tug of 117 feet is powered with a 1380-hp. Fairbanks-Morse diesel engine. Her skipper is Ray Thurston.

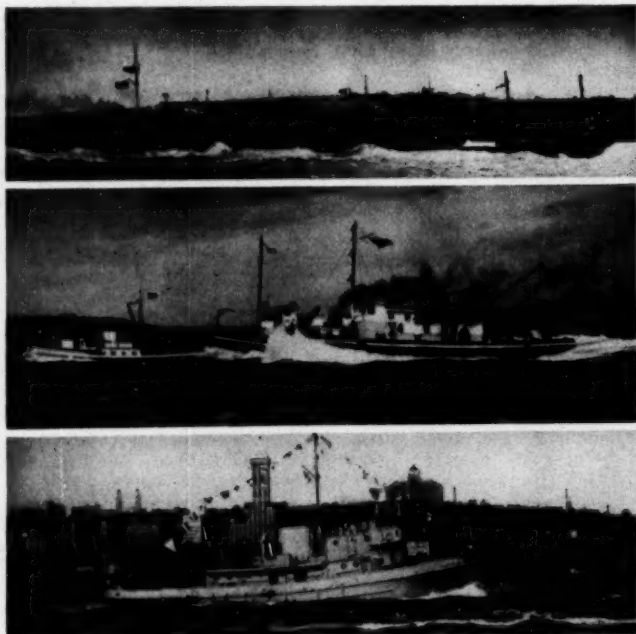
In third place in Class A was the *Island Sovereign*, owned by the Island Tug & Barge Co. of Victoria, B.C., with time of 19:01. The vessel is twin-screwed and powered with Fairbanks-Morse diesels supercharged to 1400 hp. She is commanded by Fred MacFarlane.

The *Monarch*, owned by the Puget

Sound Tug & Barge Co., Kelly Sprague, skipper and powered with a 1200-hp. Superior diesel engine, trailed with a time of 19:20.

The Class A event was the most

exciting of the day, due in part to the close matching of the participants, but principally due to the splendid seamanship of the *Island Sovereign's* skipper and quarter-



Power on the rampage—Top, Class A ocean-going tugs, left to right, *Island Sovereign*, *Monarch*, *MacCloufay* and *Wedell Foss*. The *Foss* entry won after the most thrilling race of the day. Center, Class B was won by the *Foss* No. 18, shown here leading the Vancouver B. C. tugs *LaBonne* and *Swiftsure II*. In the Military Class race, the *Sgt. Clarence W. Foss* (ATA 242 MSTS), lower, took the honors.

master when the vessel's steering apparatus failed on the second buoy. Only a hair separated the bow of the *Sovereign* and the starboard side of the *MacLoughy* when, without touching the engine throttles the quarter-master followed his skipper's orders to put her into manual. A collision was averted as the *Sovereign* veered sharply into the inside lane.

First race of the day, Class C, for little workboats of less than 275 hp. was won by the Seattle tug *Iskum*, owned by the Pioneer Towing Co. and skippered by Don Houchen. The *Iskum*, powered with a 212-hp. Caterpillar diesel, competed against eight tugs of every size and description and reached 11.4 knots to win in about 25 minutes.

Following the *Iskum* was the veteran *Bee*, powered with a 240-hp. Superior diesel and owned by Washington Tug & Barge Co. She was commanded by Otto Johnson. Third was taken by the *Magnolia*, owned by the Olson Tug Boat Company, Tacoma, and powered with a 170-hp. Buda diesel.

Fourth was the sleek *Hazel Foss* of Tacoma, which encountered trouble on the final turn but came through to finish strong. The amazing *Vesta Miller*, owned by the Payne-Henry Tug Company and with Harold Payne skipper, came in fifth.

The shovel-nosed *Jerkmore*, owned and operated by Mark Freeman, Seattle, followed. Seventh place was taken by the *Hoonah*, owned by Western Tow Boat Co. and commanded by Bob Shrewsbury.

Trailing the field was the Commercial Ship Repair tug *Skookum*, which developed pump trouble but managed to finish.

Perhaps the finest contest of the day was in the Class B race between the *Foss No. 18*; the Canadian tugs *La Bonne*, *Swiftsure II* and *Rosario Straits*. The first across the line was the *Foss* entry, followed closely by the *La Bonne* and *Swiftsure II*. The steady *Rosario Straits* trailed. The *Foss No. 18* crossed the line after running just over 21 minutes.

The military class race between the *Sgt. Clarence W. Foss* of Kodiak, Alaska; the *Pvt. Gabriel Chavez*, and the *LT-394*, was a walkaway for the *Sgt. Clarence W. Foss*, covering the course in 18 minutes, 29 seconds, 22 seconds slower than the *Wedell Foss* time.

The races were sponsored by the Puget Sound Maritime Historical Society, assisted by the Propeller Club of Seattle.

Following are results by position, with details on power and personnel:

Class C

1. Tug *Iskum*, Pioneer Towing Co., 212-hp. Caterpillar diesel. Dean Houchen, skipper.
2. *Bee*, Washington Tug & Barge Co., 240-hp. Superior, Otto Johnson, skipper.
3. *Magnolia*, Olson Tug Boat Co., Tacoma, 170 hp. Buda, Bill Thompson, skipper.
4. *Hazel Foss*, Foss Co., Tacoma, 165 hp. Buda, Ted House, skipper.
5. *Vesta Miller*, Payne-Henry Tug Co., 140 hp. Chrysler, Harold Payne, skipper.
6. *Jerkmore*, Mark Freeman, owner-operator, 200 hp. G.M.
7. *Hoonah*, Western Tug Boat Co., 210 hp. Fairbanks-Morse, Bob Shrewsbury, skipper.
8. *Skookum*, Commercial Ship Repair, 225 hp. Gray, Ole Lillibet, skipper.

Class B

1. *Foss No. 18*, Foss Co., 450 hp. Enterprise, Donald Gordon, skipper.
2. *LaBonne*, Vancouver Tug Boat Co., Vancouver, B.C., 500 hp. G.M., Henry Johnson, skipper.
3. *Swiftsure II*, New Westminster, B.C., John Bruno, owner-skipper, 400 hp. Ealey.

4. *Rosario Straits*, Straits Towing & Salvage Co., Vancouver, B.C., Stan McLellan, skipper, 450 hp. Fairbanks-Morse.

Class A

1. *Wedell Foss*, Foss Co., 1050 hp. Fairbanks-Morse, Noel Davis, skipper.
2. *MacLoughy*, Alaska Ship Lines Inc., Tacoma, 1380 hp. Fairbanks-Morse twin screw, Ray Thurston, skipper.
3. *Island Sovereign*, Island Tug & Barge Co., Victoria, B.C., 1400 hp. Fairbanks-Morse, Fred MacFarlane, skipper.
4. *Monarch*, Puget Sound Tug & Barge Co., 1200 hp. Superior, Kelly Sprague, skipper.

Military Class

1. ATA-242, *Sgt. Clarence Foss*, MSTs Kodiak, 1225 hp. Fairbanks-Morse, John McRae, skipper.
2. ATA-243, *Pvt. Gabriel Chavez*, MSTs Kodiak, 1225 hp. Fairbanks-Morse, Eugene Butts, skipper.
3. LT-394, Seattle Port of Embarkation, U.S. Army, 1200 hp. Enterprise, Carl Asberg, skipper.

Light Weight Boom Boat Has Top Speed of 30 Miles Per Hour

SOMETHING new in rugged, easily maneuverable boom boats for the lumber and logging industry is the high-speed *Westply No. 4*, built for Western Plywood Co., operating mills on the Fraser River near Vancouver and at Quesnel, B.C.

This particular boat, largely built of plywood and for that reason somewhat of a history-maker in this type of operation, is being used in river work near Quesnel. Builders were Woodruff & Simmons, Ltd., Vancouver, B.C.

Dimensions of *Westply No. 4* are: Length, 23 feet; beam 8 feet 2 inches, with a draft of about 30 inches at rest.

Power is provided by a Chrysler

Crown with 2-to-1 reduction gear.

Equipment includes a Marconi radiophone, Ivalite spotlight, Perko navigation and other lights, tanks by W. A. Thom Sheet Metal Works; Locktite rubber stern bearing by Huntington Rubber Mills; Ross steerer with special fittings by the builders.

Construction is of marine plywood on sawn frames, sheathed with gumwood.

The boat is reported to be extremely dry running, with easy action in a sea even at full speed.

Speed trials have yet to be run, but at full throttle with engine turning about 3200 revs, the speed is estimated at approximately 20 mph.



Westply No. 4 is a radically different type of boom boat.—A. David Rogers photo.



Paul Rogers' *Paulsea* falls in line for the final parade of the Craig Trophy Race in Long Beach, following Commodore Frank Rupert's *Reveller IV* and Larry McDowell's *Veralee II*. The *Paulsea* captured second overall with an error of 3.19 per cent.—Beckner photo.

For the Third Time--

"Veralee II" Wins Craig Trophy Race

FOR the third time the \$5,000 solid gold James Craig trophy was won by the same boat—Larry McDowell's 34-foot Elco cruiser, *Veralee II*.

This fete in navigation was performed over the Memorial Day Holiday. With the low error margin of 1.31, *Veralee II* won the 70-mile first leg of the predicted log race from Newport to Coronado on May 26. With an even finer piece of piloting, she took the 89-mile up-coast

second leg from Coronado to Long Beach on May 30. The error here was .89 and the average for the entire 159 miles was 1.02.

There were 11 contenders in the race down, 10 coming back.

On the leg to Coronado the boats met foggy conditions which were so bad off Dana Point that skippers had difficulty lining up the control point.

Results on the trip down were: Class A—*Veralee II*, 1.31 percent error; *Reveller IV*, Frank C. Rup-

pert, 2.77; *Tak*, Carlisle Thorpe, 3.81; *Paulsea*, P. M. Rogers, 4.25; *Adara*, Phil Warren, 7.09; *Bob-A-Dee*, Frank Moyer, 8.19; *Harmony*, Art Williams, 17.6. In Class B it was—*Regina II*, A. C. McQuat, 4.70; *Cuyama*, Ed Simonis, 6.03; *Vide III*, Dean Campbell, 14.6; *Lucky Lady*, Faris Wilson, 25.2.

On the May 30 return, in brilliant sunshine, it was an easy haul except for rather heavy ground swells on departing San Diego. There was but one incident, when *Bob-A-Dee*, carrying also aboard Commodore Ed Riesen of Pacific Coast Yachting Association with the official scores, lost her rudder off Dana Point. At Long Beach the order was:

Class A—*Veralee II*, .89; *Paulsea*, 2.13; *Reveller IV*, 5.55; *Harmony*, 9.73; *Adara* (not official); *Bob-A-Dee*, dnf. Class B—*Regina II*, 2.31; *Vide III*, 3.41; *Lucky Lady*, 5.02; *Cuyama*, 5.75. *Tak* did not start.

And this left for the over-all reckoning (both A and B eligible) for inscription on the most intrinsically valuable of all American yachting awards:

Veralee II, 1.1; followed by *Paulsea*, 3.19; *Regina II*, 3.50; *Reveller IV*, 4.16; *Cuyama*, 5.89; *Vide III*, 9.01; *Harmony*, 13.67; *Lucky Lady*, 15.11.



Three time winner of the coveted James Craig Perpetual Trophy for predicted log racing is Hollywood Yacht Club's Commodore Larry McDowell and his 34-foot *Veralee II*. The Chrysler-powered cruiser made it two in a row with a total error of only 1.10 per cent.—Beckner photo.

ROOSTER TAIL ROUNDUP - -

The Southwest's hottest outfits start a big season with races at Friant Dam, Parker, Oakland, and Long Beach

by Bob Ruskauff

DESPITE parts shortages and other handicaps, the first few race meets held this year on the Pacific Coast foretold an action-filled 1951 racing season.

During late April and May five lusty regattas were conducted. June had a good quota, July will have a larger one climaxed on July 29 at Long Beach by the traditional Gold Trophy regatta sponsored by the Los Angeles Examiner.

One American driver, Paul Sawyer, Jr., is now in Europe whence he sailed May 25 from New York with the grand, slightly rebuilt *Alter Ego*, to race in four continental regattas.

The story of the northern California and southwest race meets held thus far more or less foretell their own story of what may be expected the rest of the year. First away, of course, came:

Friant Dam

Both outboards and inboards made the Friant Dam meet on April 29 exceptionally long. Some pretty rough water was experienced. Many new boats hadn't been unwrapped yet. Those that did had their troubles.

In the outboard fleets several of the old-timers were in the list of winners. Two events, F-runabout and B-hydro, were cancelled due to dearth of entries. Roy Hanson (C Racing hydroplane) and George Peake (F hydro) though not exactly new-comers, were perhaps newest,

among such winners as Fred Mulkey (A hydro), 20 years at bat and still big league; Bud Wiget (C Service hydro); Manuel Carnakis (C service runabout) and Russ Hill, Jr. (C Racing runabout).

Among the inboards, Fred Galante's spilled with *Joey* and it took a couple of weeks to recover the hull. Ed Olson drove Willis Mitchell's new *Honey Bee Too* to a conclusive E-Class victory and was heading that way in the Cracker Box class when he flipped his new *Cream Puff Too*.

Ed Brown's *Bouncy Barby* of Oakland took the Cracker Box competition; Rich Hallett's *Holiday* of Downey, the 135s, which raced but one heat due to the rough water; Art Maynard's really-hot *Restless* of Long Beach, 225 Division II. The fast Division I boats didn't compete.

Parker, Arizona

With only six days for a breather, the inboards then headed for Parker, Arizona, and the fourth annual regatta of the Parker Lion's Club. It was conducted by Southern California Speedboat Club on the Lake Moovalaya course.

This was another rough go. Almost all of the hydroplanes (among the small total of 37 competing boats) suffered some damage by hitting floating objects in the three-mile Colorado current.

Five of the little 48s competed and Gillette Smith's *Suffy* of Los An-

geles proved that in competition this year she's likely to give Lou Meyer's record Inglewood boat, *Lou Kay*, more than a handful of trouble by winning in straight heats. Clyde Randall's *Hot Box*, *Glendale*, took Cracker Box honors; Olsen again led E-Racing in Mitchell's slender swift new Glazier hull. Roy Skaggs' brand-new *Skalaewaggs II*, which looks like another record smasher and is a return to a wooden hull, streaked to 135-Class win over *Holiday*, *Keeno* and *Maybe*. Division I and II 225s raced together but were scored separately, with Ernie Bender's *Thunderbolt* of Fresno easily topping Div. I and *Restless*, Div. II. Dr. Louis Novotny's *Cherub II*, number-one boat nationally of the Pacific One Design Hydroplane class, led Arizona king-pin Marion Beaver's *Little Beaver*, followed by *Outlaw*, *Interlude*, *Sweet'Pea*, *Budgit*.

Oakland Airport Channel

The California Speedboat Association, headed this year by Commodore George Wright, which in 1950 conducted 10 of the total 90 regattas held in the United States, ran the next major event. This was the American Legion-sponsored inboard meet at the Oakland Airport Channel May 20, with proceeds going to help procure a mobile blood unit.

With the inboard field the year's largest thus far and the going fairly rough on the one-buoy turns of the



Holiday leads the 135s around the north turn of the tricky channel course during the 20-30 Club regatta at the Long Beach marine stadium.—Bob Ruskauff photo.



Commodore Marvin "Slim" Boottger, left, and Ed Craven, vice commodore and racing chairman, admire the Pacific Motor Boat Perpetual Trophy for the high point championship in D-Class of the Los Angeles Speedboat Association. It is one of four trophies to be awarded in 1951 for stock utility outboard racing. Others are by General Petroleum Corporation, Wynn Oil Company and LASA in various classes.

course, the race also netted a rather serious accident when "Speed" Holloway's 135 went over going full bore into the turn.

Skalawaggs, which must be nudging 100 mph, led Joey and Skippy among nine 135s while an equal fleet of Crackers were following Bill Connolly's *Miss Beverly* of Oakland. Jack Kelly of Oakdale with *Wee Willie*, led *Vina Mae IV*, *Vina Mae III* and *Falcon* among six B-runabouts. Doc Novotny again trimmed the PODHs. "Leadfoot" Ed Olsen in *Honey Bee Too*, topped the Es. George Matucci, Oakland, put Californian home ahead of *Firefly* and *Highball II* in Division II of the 225s.

Long Beach Regatta

Drivers from north and from south each got their share of wins as 56 inboards in seven classes locked horns May 30 in the first of the five big meets slated this year on Long Beach Marine Stadium—the third annual Memorial Day regatta sponsored by North Long Beach 20-30 Club.

No driver won twice, although Ed Olsen of Long Beach put *Honey Bee Too* into first in the E-racing run-about competition for owner Willis Mitchell, and got second to Ed Brown's *Bouncy Barby* of Oakland in the Cracker Box fleet.

Top fleet proved, surprisingly, to be 11 of the flashy 135s. Here Rich

Hallett's new *Holiday*, scored two heat wins but was beaten in the inverted start feature by that grand old-timer, Eddie Meyer with *Avenge II* of Hollywood.

Another branch of the Meyer family, Lou, Jr. with the record-holding 48, *Lou Kay*, went second though to the fast-moving *Snuffy*, driven by Gillette Smith of Los Angeles.

Elmer Enquist's *Firefly* of Petaluma topped Div. II 225s, with Art Maynard's *Restless* taking the inverted start. Likewise, though Dr. Louis Novotny's 1950 National PODH champion *Cherub II* of Los Angeles won straight heats in her class,



Ready for a full calendar of boating activities are the new officers of the Hollywood Yacht Club, from left: Harold "Buck" Ayres, outgoing commodore; Larry W. McDowell, new commodore; and Dr. Raymond W. Post, incoming vice-commodore.

the inverted start race found canny Elmer Cravener with *Pudgy* throwing the good Doctor out on a turn, then winning.

In the potent Div. I 225s, Ernie Bender of Fresno put *Thunderbolt* home twice ahead of Burney Edwards' new *Mighty Chevron*, which Roy Skaggs drove. But Skaggs took the inverted start feature.

Brisk Wind Lashes Sailers in Hearst All-Clubs Regatta

THE Hearst All-Club regatta on San Francisco Bay last month was featured by rescues at sea, near disasters, and plenty of shredded sails, broken fittings, and a smashed mast or two, as 200 windjammers competed in the popular annual event.

Paul DeSilva, skipper of the Big Bear sloop *Kodiak*, interrupted his racing to pick up a mariner, Bob Sibley, crew member of Dr. Wilbur Swett's *Wood Duck*, who fell into the drink as *Wood Duck* beat west into the wind.

DeSilva immediately altered his course and the *Kodiak* swung around in the breeze and had Sibley aboard in less than two minutes. *Kodiak*, in spite of the interruption managed to finish second in her division.

The huge 87-foot schooner *Eloise*, making her return to racing after more than a decade of idleness, barged within 50 yards of the rocky shore before responding to Skipper Carl Sawyer's desperate maneuvering.

Winners were: Rhodes 33, *Satisfaction*; *Windward*, *Tempest*; *PIC*, *Vandal*; *Star*, *Music*; *Bear*, *Teddy Bear*; *Hurricane*, *Mistral*; *Teak Lady*, *Due Sim*; *Bird*, *Robin*; *Acorn*, *Eight Ball*; *210*, *Highland Brigade*; *Golden Gate*, *Fun*; *Junior Clipper*, *Windy*; *Division 7*, *Ace*; *Division 8A*, *Volante*; *Division 8B*, *Chinook*; *Division 9*, *Madeline*; *Division 10*, *Varuna*; *Division 11*, *Pathfinder*; *Division 14*, *Westwind*; *Division 15*, *Fallen Star*; and *Division 17*, *Amba*.

St. Francis III Wins Rhodes Perpetual Cup Race

The *St. Francis III*, Dean Morrison's San Francisco's challenge boat in the 1951 perpetual cup race, was successful in her final competitive warm up for the June 24 test in San Pedro, by capturing the Rhodes Sloop class event in the annual Richmond Yacht Club regatta, last month on San Francisco Bay.



Start of the Class A event at Boulder Beach, near Boulder City, Nevada. Winner in this class was John Craven of Pasadena, California, who averaged 35.51 mph.—William Selknap, Jr., photos.

Second Annual Lake Mead Marathon Thrills

LLOYD HUSE of Yuba City, California, driving a Rockhold boat and using a Mercury Thunderbolt for power took the sweepstakes at the second annual running of the Lake Mead Stock Utility Marathon. Huse's time for the gruelling 80 miles was 55.91 mph. He was closely paced by Homer Smith of Williams, Arizona, with a speed of 53.66 mph. Smith drove a Speedliner powered with a Mercury Thunderbolt.

With excellent boating weather and before a crowd of eight to ten thousand racing fans, five dozen stock utility outboards got away to a flying start and put on an excellent endurance race on the 80-mile course, four times around Beacon Island and return.

After many of the winners had finished the wind kicked up a nasty chop which had to be backed by the later finishers, but the day was claimed ideal for the race.

Huse's time of one hour 43 minutes, 8 seconds, was much better than last year's time. Huse took home the Senator Geo. W. Malone Perpetual Trophy in addition to a new Mercury motor and the permanent trophy.

Classes E and F winners were Paul Stover and B. E. Childress of Oakland. Times were 33.72 for Stover and 41.97 for Childress. These races were unsanctioned.

Class A saw John Craven of Pasadena, California, taking top honors over a tough field. Craven's time for the 80 miles was 35.51 mph. Second

by Woody Teal

was Geo Ranken, whose time was 32.74 mph. He was closely followed by H. L. Scott of Oakland at 31.09 mph.

Class B saw John Corner of Los Angeles set a blistering pace to cop top honors in that class, averaging 39.39 mph. Second was L. C. Owings of Phoenix, who pushed Corner to the limit to rack up a second place speed of 38.48 mph.

In Class C, Leon D. Muzzy of Torrance, California, was designated winner pending outcome of protest to the APBA. Muzzy's time was 27.67 mph.

Dorothy Seiferling of Fresno, California the only woman driver in the

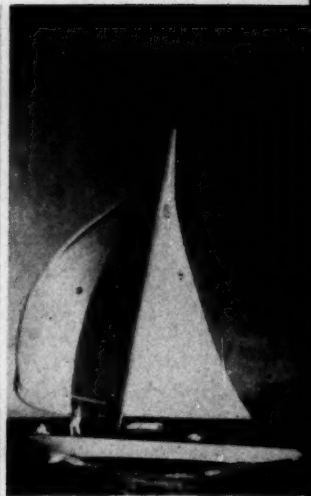
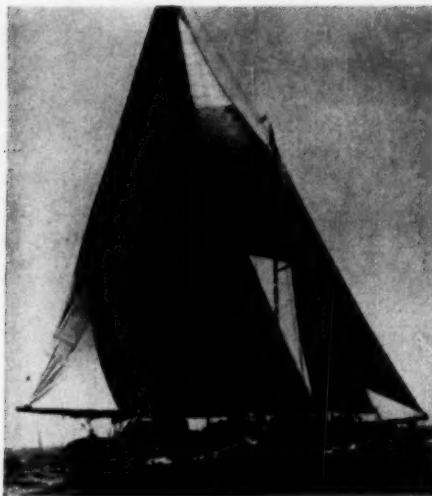
race confounded the experts by out driving and out maneuvering many experienced men drivers to take fifth place in Class D and take home the woman's trophy. Dashing Dotty's time for the going was 38.56 mph.

In order for a class to qualify for the sweepstakes at least six boats had to finish. Class B and D were the only classes to qualify for the sweepstakes as Class A had six boats turned over by a cruiser's wake.

The race was sponsored by the Las Vegas Jaycees and was held under the direction of American Power Boat Association officials, Woody Teal, Chairman; Jim Jordon, referee, and Bud Lundy, motor inspector.



Sweepstakes and Class D winner of the Lake Mead Marathon was Lloyd Huse, Yuba City, California, who drove his Mercury-powered Rockhold for an average speed of 55.91 mph.



Ablest Racing Yachts in the Pacific

by Bob Ruskauff

ON July 4 between 20 and 25 yachts will sail around the Federal Lighthouse at San Pedro, California, a bit after the high noon start on the 16th biennial edition of the 2,225-mile Transpacific Race to Honolulu.

The beautiful plaque "First to Finish . . . Honolulu Yacht Race" will be the first trophy won. In eight of the 15 previous races (or count the Tahiti race of 1925 and this is the 17th Transpacific), the first boat to finish carried off the over-all corrected time honors.

Among the 1951 entries is the probable scratch contender, the boat which in 1949 set a new elapsed time record of 10 days, 10 hours, 13 minutes—Richard S. Rheem's 97-foot *Morning Star*. The big schooner is again flying Los Angeles Yacht Club colors.

In 1949, Frederick Lyon's PCC sloop *Kitten* of the Balboa Yacht Club won over-all corrected time laurels and the Governor of Hawaii trophy.

In March, 1906, one day after the great earthquake and fire, the late Commodore Clarence MacFarlane sailed the 48-foot schooner *La Paloma* past the Golden Gate and into San Francisco Bay. He wanted to challenge for a race back to the Hawaiian Islands but San Franciscans, arms bared to a huge job, had no time then for a yacht contest. So MacFarlane sailed south, and the first Honolulu classic was started from San Pedro, on June 11, 1906.

In the first four transpacific races the first yacht to finish was also the corrected time winner. Until the seventh sailing, when the sloop *Talayha* led the fleet through the Straits of Molokai in 1928, the winner had always carried schooner rig. In 1930 another schooner, *Enchantress*, was first to finish.

Successively thereafter the first boats home were—1932, *Fayth*, the late William Slaven McNutt's yawl, when a bare two-boat entry (*Mollilou* was the other) was mustered to start from Santa Barbara and thus keep the Transpacific record unimpaired in peace time; 1934, *Vileehi*, H. T. Horton's globe-circling ketch; 1936, *Dorade*, James Flood's great little yawl from San Francisco; 1938, Dick Loynes' 108-foot yawl *Contender* (ex-*Poinsettia* of Crown Prince Wilhelm), which drifted in the doldrums as her crew watched the goony birds, but was first to finish in 14:07:50, the slowest elapsed time winner; 1941, Dr. A. A. Steele's wish-boned rigger ketch, *Stella Maris II*; and, after War II lapse, 1937, when Commodore W. L. Stewart, Jr.'s swift yawl, *Chubasco*, winged home first.

And what of the times that the first boat to finish did not win corrected time honors?

The first year was 1923. There was balm in Gilead, however, for Capt. L. A. Norris' steel schooner, *Mariner*. The *Mariner* set up the 11 day, 14 hour, 46 minute record

which was to last for 26 years—even though the corrected time winner in that race of driving winds was another grand schooner, A. W. Peddar's *Diablo*.

Although Lazard Lippman's *Talayha* was first home in 1928, corrected time honors went to Clem Stose's yawl *Teva* of San Diego. Six years later, as *Vileehi* won, first over-all was Comm. Harold Dillingham with the schooner, *Manuia* (ex-*Highlander* of Al Christie).

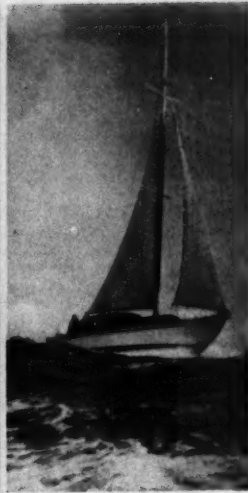
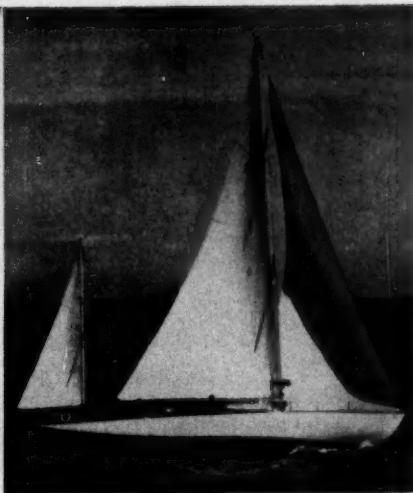
Since, it has become more of a rarity for the first home to also be first on corrected time. The only one in fact, was *Dorade* in 1936.

In 1939 (when *Contender* finished first), R. J. (Dick) Reynolds little east coast entry, *Blitzen*, won the Governor of Hawaii trophy; in 1941 (*Stella Maris II*), it went to Walt Elliott's California-32s sloop *Escapade*; in 1947 (*Chubasco*), overall-winner was *Dolphin*, sailed by the late, grand film colony yachtsman, Frank Morgan; and 1949 (*Morning Star*), the trim Pacific Coast Class sloop *Kitten*, sailed by Frederick Lyon, was the corrected time winner.

When yachtsmen on the evening of July 2 hold their traditional great send-off party and guessing bee, the long-shotters, stand-patters and the sea lawyers will be as cocksure as they've ever been. Every boat has a chance!

Four Northwest Boats Enter

From the Pacific Northwest four boats have been entered this year,



... Vie in the Los Angeles-Honolulu Race

carrying aboard some of the ablest skippers and saltiest sailors from Washington and Oregon.

The sole entry from Oregon is the *Janie*, which will be skippered by Don Schafer of the Portland Yacht Club. *Janie* is a 40-foot sloop designed by W. H. "Heine" Dole and built by George Sutton in Portland. It has proved to be a fast and comfortable sea boat. Schafer selected for his crew his wife, Jane, his son, Bob, and Les Ordeman and James Wiley. For the coastwise voyage from Portland to San Pedro, Robert Johnson, another Portland Yacht Club sailor and former merchant marine officer, was signed as navigator.

The Seattle Yacht Club is anxious to add a few Transpacific trophies to the glittering array of outstanding hardware it now holds. Entries include the *Gossip*, the 46-foot PCC sloop, owned by R. Philip Smith, commodore of the Seattle Yacht Club. This is a sister ship of the *Kitten*. The *Gossip* left Seattle on June 7 for the long trip to San Pedro, with Charlie Ross aboard as skipper, Jack Helsell, navigator, Joe Cleghorn, and Bjarnie Jensen. Two San Diego sailors, Bill Kettenberg and Charlie Benton, will join the *Gossip* at San Pedro. Dr. Smith will fly down just before the race to join his crew for the Pacific crossing.

Another Seattle Yacht Club boat, Cranston Paschall's *Revenge*, was scheduled to start southward for

Above are some of the entries in the 1951 Transpacific race. From left, the *Morning Star*, *Golden Bird*, *Gossip*, *Flying Scotchman*, *Skylark*, and *Janie*.

San Pedro on June 9. This is a 40-foot cutter. The crew will include Frank Hiscock, manager of the Seattle Yacht Club, Clarence Ambrose, Jr., Dave Whyman, and Bruce James. This boat is an Owens cutter, a type never before entered in the

Transpacific Race but which is expected to make a good showing.

Aboard Ed Kennell's 97-foot schooner, *Gracie S*, will be a crew of 18, representing 10 states. Two women will also be aboard, Mrs. Kennell, and the wife of the mate, Mrs. Henry Medder. The *Gracie S* is the former San Francisco bar pilot boat and is expected to perform best under heavy weather conditions.

21 Sailors Enter Transpacific Race

From almost all points on the Pacific rim, a fleet of fine sailing craft are converging on Los Angeles for the start of the longest race in the world, the biennial Transpacific Yacht Race.

As *Pacific Motor Boat* went to press, there were 21 entries, as listed below, according to boat name, length, type of rig, owner, and name of club.

Eventide, 37', ketch, Stephen Newmark, Los Angeles.

Teton, 36', cutter, Patrick Watson, Corsair.

L'Apache, 72', sloop, Phillis Brunson, Catalina Island.

Gracie S., 97', schooner, Edison Kennell, Jr., Seattle.

Sea Witch, 36', ketch, A. L. McCormick, San Francisco.

Typee, 34', yawl, Richard E. Dole, Hawaii.

Morning Star, 97' schooner, R. S. Rheem, Los Angeles.

Staghound, 39', ketch, Ira Prentiss, Fulmor, Newport Harbor.

Flying Scotchman, 34', sloop, Porter Sinclair, West Coast.

Skylark, 53', yawl, Donald B. Ayres, Los Angeles.

Electra, 44', yawl, Robert Cryster, Los Angeles.

Shiriqui, 61', ketch, Tucker McClure, Balboa, Canal Zone.

Fair Weather, 63', yawl, Fred J. Allen, San Diego.

Golden Bird, 44', yawl, Rear Admiral B. W. Decker, USN Ret., Yokosuka.

Jade, 56', schooner, Isabelle Bel-yea, Coronado.

Java Head, 44', cutter, Elmer Peterson, Berkeley.

Revenge, 40', cutter, Cranston Paschall, Seattle.

Janie, 40', sloop, Donald A. Schafer, Portland.

Tasco, 50', yawl, Thomas A. Short, St. Francis.

Gossip, 46', sloop, R. Phillip Smith, Seattle.

Solveig, 36', sloop, Magnus Halvorsen, Australia.

Evening Star, 54-foot yawl, Walter Trepte, San Diego.

Nation's Top Racers To Invade Seattle

From July 29 to August 12 fast boats will compete for the Gold Cup, Seafair and PMB Trophies

SEATTLE'S Lake Washington will be the lodestone for the fastest racing craft in the world the first two weeks in August when three outstanding trophies will be raced for by the inboards. These are the Gold Cup, Seafair, and Pacific Motor Boat trophies.

The course for these three events have been laid out by the Gold Cup committee of the Seattle Yacht Club and Greater Seattle, Inc. Roughly, the races will be run between the Lake Washington bridge and the Bailey Peninsula (Seward Park).

Trials for the unlimited hydroplanes in the 44th competition for the Gold Cup, the nation's top racing classic, will be from July 30 to August 2. Then on Saturday, August 4, the Gold Cup race will be held.

It will be a gruelling 90-mile test of men and boats, run in three heats of 10 three-mile laps.

Defending the cup will be Stanley S. Sayres' *Slo-Mo-Shun IV*. Piloting the boat this year again probably will be Ted Jones, designer of the world's fastest boat.

The first boat to challenge *Slo-Mo-Shun IV*'s title in the Seattle event was Guy Lombardo's *Tempo IV*, which will come to Seattle from its Freeport, Long Island, berth. Second entry was *Gale II*, a new boat owned by J. Lee Schoenith.

Other possible entries include a new Hacker-designed craft, the *Quicksilver*, owned by Orth Mathiot of Portland; *My Sweetie*, owned by Horace Dodge of Detroit; the Dossin brothers' *Miss Pepsi*; Jack Schafer's

Such Crust I and II; the rebuilt *Why Worry* of Bill Cantrell, now owned by J. F. Pearson and sporting the new name of *Miss Spring Lake*; and Morlan Visel's *Hurricane IV* from Los Angeles.

On Sunday, August 12, the big unlimiteds will race for the Seafair Trophy over a five nautical mile course which will extend down the lake past Seward Park nearly to Mercer Island. This is a new trophy sponsored by the Seattle Seafair committee of Greater Seattle and intended to be a perpetual trophy.

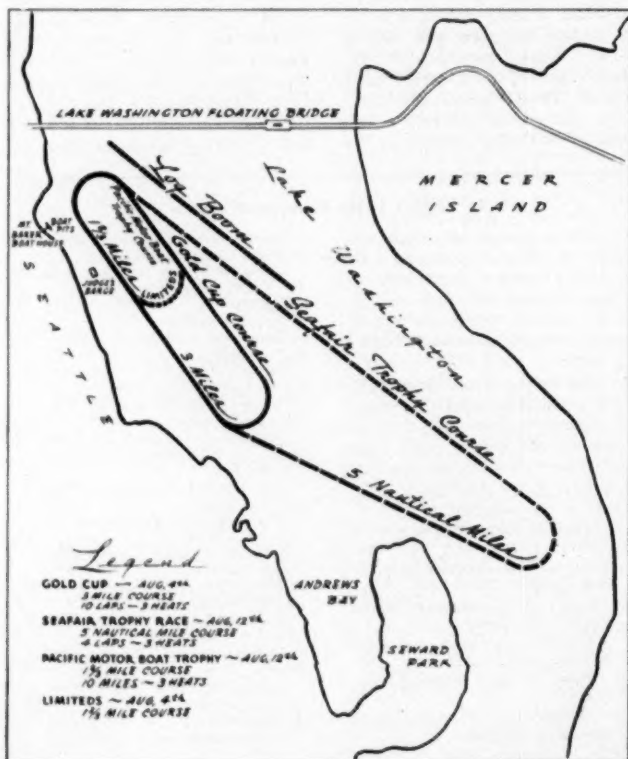
This race will be run in three heats of four 5 nautical mile laps. It is intended to be somewhat similar to the Harmsworth course. The Harmsworth Trophy, which *Slo-Mo-Shun IV* won last year, will not be raced for this year as there were no foreign challengers.

Also being raced for this year in Seattle for the first time is the Pacific Motor Boat Trophy, a perpetual challenge cup dedicated in 1923. This will be run in three 10-mile heats on the 1½ mile course and will be open to all inboards except the unlimited class.

In addition to the three top events, there will be championship races over the course for the 48, 135, and 225-cubic-inch inboards on August 4.

Working out the details on this program for both the accommodation of the racers and the spectator boats is the Gold Cup committee, headed by Jerry Bryant and assisted by Lin Ivey. Other members are Kenneth Metcalf, Thomas Gleed, Phil Smith, Art Shorey, Latham Goble, Frank Morris, Paul Morris, Stanly Donogh, Conrad Knutson, Ross Merrill, Stanley S. Sayres, Lawrence Calvert, and Paul Brown.

With the decision of the Seattle Park department to build a ramp and a road at the Mt. Baker Boat House, adjacent to the race course, plans have been perfected to accommodate all boats at this site. Two Navy cranes will be on shore for lifting boats from the water to their trailers. Five wooden ramps will be built for launching the smaller craft. A building is avail-





Present holder of the Gold Cup, Stanley Sayres' *Slo-Mo-Shun IV*, may have to defend the trophy against a score of the fastest boats in the country.

able for first aid facilities, communications, and desk work that is a part of this tremendous nautical undertaking.

A log boom will be set up on the eastern side of the course to accommodate some of the many spectator craft which will come to view these racing spectacles.

In addition to the inboard events, a full schedule of races for out-

boards is being set up for all classes on Lake Washington and Green Lake. A 100-mile outboard marathon is planned around Mercer Island, Lake Washington.

Pacific Coast professional outboard championships are scheduled for August 5 and regional stock utility championships August 11, all on Green Lake.

New "Slo-mo-shun" May Be Ready For August Gold Cup Races

BUILDING in greatest secrecy since the middle of March, a new unlimited speed boat of the Gold Cup class for Stanley S. Sayres is expected to be launched and tried out on Seattle's Lake Washington in early July.

Associated with Sayres in his new venture are Ted Jones and Anchor Jensen, who designed and built the world-famous *Slo-Mo-Shun IV*. It was with this boat that Sayres set a new speed record of 160.3235 mph. and won the Gold Cup and Harmsworth Trophy last year.

The new craft was built in the sail loft of the Jensen Motor Boat Company, Seattle. No details have yet been released on its design and construction other than it is approximately the same size as *Slo-Mo-Shun IV* and will be powered with an Allison aircraft engine, the same plant as its famous predecessor.

Neither Sayres, Jones, or Jensen would make a public comparison of the new boat to *Slo-Mo-Shun IV*, although it was obvious that they held

high hopes for it. One reason is that all during its career *Slo-Mo-Shun IV* has never been hard-pressed and opened up to its full throttle.

Neither would the trio make any predictions of the ultimate speed of the new boat.

Since the new boat was begun so late in the season, it is quite uncertain whether or not it will be ready in time for participation in the Gold Cup Race to be held in Seattle August 4. No indication was given by Sayres as to the use he will make of the boat.

However, those familiar with the long history of the Gold Cup races will remember that Gar Wood, in defending the trophy with his famous line of *Miss Americas*, frequently had two boats on hand for defending his long reign as speed boat king.

Others have had two boats ready for the Gold Cup races, such as Jack Schaefer with his *Such Crust I* and *Such Crust II*. Horace Dodge, the millionaire Detroit speed boat fan, has often had two boats ready for these races.

Coming Events On the Pacific Coast

July 1—Lakeport, Clearlake, inboards, Calif. Speedboat Assn.
July 1-4—P.I.Y.A. Regatta at Victoria, B.C., all classes.
July 4—Lake Merritt, Oakland, inboards, Calif. Speedboat Assn.
July 4—Berkeley Aquatic Park, outboards.
July 4—Transpacific Race Start, San Pedro.
July 4—Independence Day handicaps, San Diego, Coronado Y. C.
July 7-8—Summer Regatta, Cabrillo Beach Y. C.
July 13-15—Blue Flatie races, Santa Monica Y. C.
July 14—All Classes, sailing, Bellingham Y. C.
July 14—Rhodes crew race, Balboa Y. C.
July 14-15—Devil's Lake Regatta, Oregon Outboard Association.
July 15—Southern California championships, Long Beach.
July 22—Sacramento River utility marathon, Sacramento Speedboat Assn.
July 28—International Cruiser Race, I.P.B.A.
July 28-29—Regatta, San Francisco Y. C.
July 28-29—Small Boat Series, Seattle Y. C.
July 28-29—National Skimmer Championships, Alamitos Bay Y. C.
July 29—Flight of the Snowbirds, Newport Harbor, Calif.
August 5—Pacific Coast professional outboard championships, Green Lake, Seattle.
August 4—Gold Cup Race, unlimited, Seattle Y. C.
August 11—Regional stock utility championships, Green Lake, Seattle.
August 12—Seafair Trophy Race, Seattle.
August 12—Pacific Motor Boat Trophy Race, Seattle.

Pacific Coast Racing History Associated with PMB Trophy

MOST venerable speed boat trophy on the Pacific Coast is the Pacific Motor Boat perpetual challenge cup. It was dedicated in 1923 by the magazine, *Pacific Motor Boat*, as a perpetual challenge cup to be emblematic of the free-for-all unlimited speed boat championship on the Pacific Coast.

The first race for the trophy was held in August, 1923, on a 3-mile triangular course at Terminal Island, Long Beach, California. It was won by Frank A. and Frank L. Garbutt in their unlimited boat, *Mystery*, a famous racer and winner in those days. It was a 63-mile struggle of three heats of 21 miles each.

In 1924 the trophy was won by *Two Fellows*, owned and driven by Joe Fellows and his son, "Rusty" Fellows. The 1925 race was won by *Miss Los Angeles*, owned and driven by Dustin Farnum.

Unlimited class racing languished in the following years and the PMB trophy remained undisturbed in a glass case in the lounge room of the Los Angeles Athletic Club until 1936, with the deed-of-gift remaining in the name of the California Yacht Club. In that year Dan Pratt, editor of *Pacific Motor Boat*, arranged after several conferences to make the race open to boats having 722 cubic inches of piston displacement or under, with the races held on Newport Harbor.

Dan Arena with his Gold Cup racer, *Miss Golden Gate*, won the revived race in 1936 and repeated

his victory in 1937. In 1938 it was won by A. L. Bobrick in his Gold Cupper, *El Torbellino II*.

In 1939, 1940, 1941, and 1942 Lou Fageol dominated the PMB trophy races, winning with his *So Long* and later his *So Long, Jr.*, the latter a 225-cubic-inch hydroplane. Because of overcrowding in Newport Harbor, the race was held at Salton Sea in 1942.

The trophy again lay dormant during the war years, but was revived again in 1946 and won by Eddie Meyer in his *Avenger* at Salton Sea. In 1947 it was won by *California Kid*, a Div. II, 225-cubic-inch hydro, driven by George Matucci with his partner, Lon Gradite as mechanic, at Newport. Reathel Bush won it in 1948 in his 135-cubic-inch hydro, *Scamper*, also at Newport.

In 1949 the trophy was idle, but in 1950 the series went back again to the Salton Sea where Kenny Ingram in his 135-cubic-inch, *Ranger II*, took possession of the trophy.

Under a new deed of gift and under the control of the American Power Boat Association, permission has been granted to race for the trophy on Lake Washington during the city's Seafair. This will be the first time the Pacific Motor Boat Trophy has been raced for in the Northwest. The new deed-of-gift provides that it can be raced for anywhere on the Pacific Coast. Drivers from other localities may compete for the cup. It is expected

that the competition for this trophy will be the hottest for many years with new course records posted under the ideal racing conditions offered on Lake Washington.

Capital-to-Capital Race Will Finish In Juneau June 23

ALTHOUGH Olympia, Washington, has been the starting point for the Capital-to-Capital Race, a decision has been made this year to start the race from Bremerton, Washington, this year. The race will start June 16 in Bremerton and will end in Juneau, Alaska, on June 23.

The change in the traditional starting point was brought about by the interest shown by the Bremerton Yacht Club. Chairman of the race committee is Ray Hart, Bremerton yacht club, who will enter his *Donolie* with a stag crew for the three-week cruise to northern waters.

As *Pacific Motor Boat* went to press, several other entries had definitely entered this 900 mile race. Norton Clapp, Seattle Yacht Club, who raced his *Carmelita* to Prince Rupert last year, will go all the way to Juneau this time. Dr. J. Wayne Graham, also Seattle Yacht Club, has entered his *Nickenua*. Also entered is G. H. Patton, Nanaimo Yacht Club, whose *Aileen* won the last race.

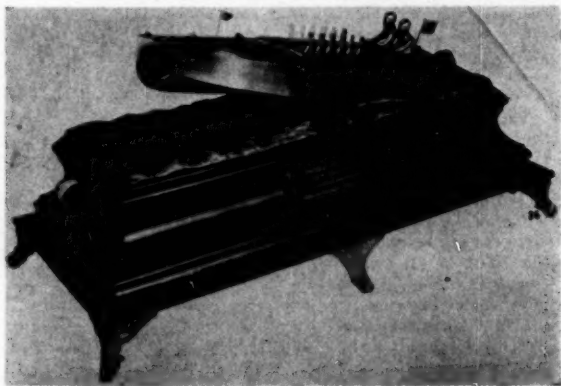
The race this year will be divided into three parts, the race to Juneau, the race to Prince Rupert, and the race from Prince Rupert to Juneau. Trophies will be awarded for all three courses.

The finish time is set in Juneau for June 23, which will give ample time for the boats to participate in the International Cruiser Race which is being run this year from Vancouver, B.C., to Seattle, Washington, on July 28 and 29.

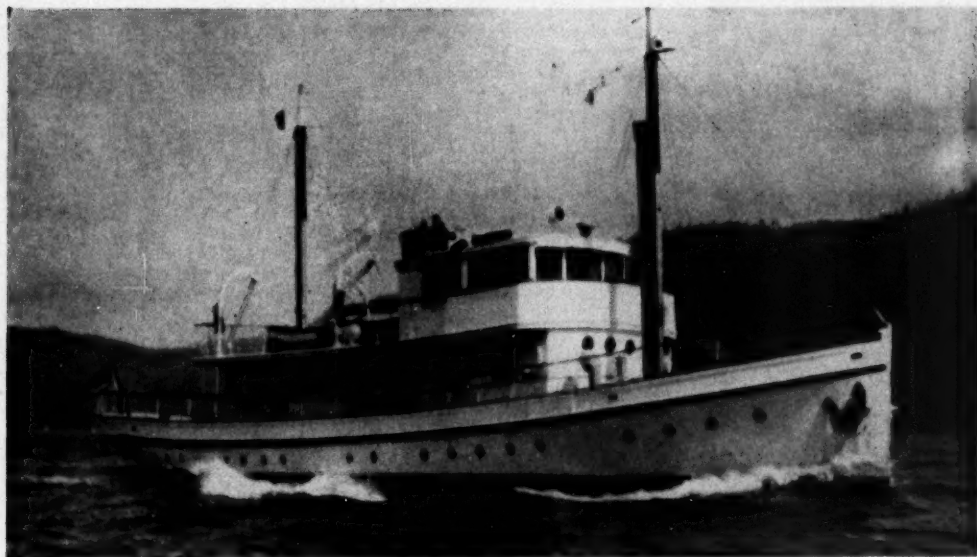
Burrard Yacht Club Holds Predicted Log Race

Some sixty boats were entered in the Burrard Yacht Club's predicted log races from Coal Harbor to Bidwell Bay early in May, winners of the team race being Les Marshall in *Jaro*, Scott Baxter in *Truant* and Larry Johnson in *Pladda*, with a 2.63 percentage of error.

Overall honors were won by Roy Wrigley in the 40-foot *Prelude*. His percentage of error was the exceptionally low 1.593.



The Pacific Motor Boat Trophy was created in 1923 to encourage the development of racing boats on the Pacific Coast.



Horace W. McCurdy's 96-foot diesel yacht, *Blue Peter*.

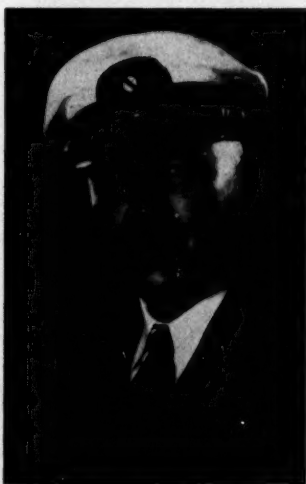
Industrialist Makes Boating His Hobby

THEY say that yachting has a very broadening influence on those who become its devotees in that it brings them down to a level of sympathy and understanding with all other yachtsmen no matter how humble their boat may be or whatever their estate. This was not necessary, however, with Horace W. McCurdy, past Commodore of the Seattle Yacht Club, and owner of the 96-foot diesel yacht *Blue Peter*. He was born that way, and his outstanding qualities both in his boating and business relationships have always been friendliness, tolerance and a deep interest in his associates.

Despite the fact that he is the head of vast contracting and construction interests as president of the Puget Sound Bridge and Dredging Co., he always has time to talk boats with anyone who wants to talk boats. He loves his own boat almost to a point of obsession, and after many years of yachting experience, he has built up a deep philosophy which covers yachting design, construction and operation.

For instance, one facet of this philosophy which he often repeats is, "If a boat is designed right in the first place and is a thoroughly good boat, she should never be changed,

Horace W. McCurdy's yacht, *Blue Peter*, is but one of several notable boats he has owned through the years.



H. W. McCurdy, past commodore of the Seattle Yacht Club and owner of *Blue Peter*.

but should be held to her original design."

He stood by this principle in 1934 when he purchased his former 65-foot cruiser *Moby Dick* from the Public Health Service and now he is holding to it in handling his latest yacht *Blue Peter* purchased in 1948 from the Army. *Moby Dick* had been the first yacht to be taken over by the Navy on the Pacific Coast in World War I, and the Army had taken the *Blue Peter* in War II. Both, however, had been originally designed by eminent naval architects for private owners, and the first thing that McCurdy did in both cases was to discard the alterations and much of the equipment that had been added by the government.

McCurdy was born in Port Townsend, Washington, which crowns a peninsula at the junction of Puget Sound and Juan de Fuca Strait. Its magnificent bay is entered or passed by most of the boats going to and from Puget Sound ports. Although his father was a banker, he had naturally become deeply immersed in marine traditions, and from him, Fred J. Bailey, a pile-driver and towboat man for whom McCurdy worked as a youngster, and from his constant life along the waterfront, young Horace early learned about boats and the sea.

When he later grew up and entered the University of Washington, he rowed on the freshman team, and when the first world war broke out, he went into the Navy, enlisting as a Fireman, 3rd class, and ending as an ensign. After the war he renewed his college career at Massachusetts Institute of Technology where he was captain of the varsity crew.

When he went into business, he chose something close to the marine world, too, joining the staff in Texas of the Puget Sound Bridge & Dredging Co., later coming to Seattle, and finally becoming president. Even when McCurdy joined the company, it maintained a fleet of dredges and tugs, and today it has eight tugs, an immense fleet of dredges and barges, ship yards and other equipment, and has carried on contracts during the wars and in recent years for airports, sea bases, bridges, and so forth that total into the ten figures. Among other interesting undertakings was the building of the floating concrete pontoons that carry the Lake Washington floating bridge.

But McCurdy loved yachting too well to confine himself to commercial craft and soon after returning to Seattle proceeded to follow his youthful ambition to have a boat of his own. His earliest boat he built himself with the aid of his son at the company plant. She was the *Jim-Tom*, a speedy runabout. After a time he acquired the 50-foot *Macard*, and then in 1934 he bought the *Moby Dick*, a 65-foot cruiser originally built by Ed Heath of Seattle for Frank Wright of the Carlisle Packing Company of Bellingham from plans by Lee & Brinton. *Moby Dick* was a fine ship, McCurdy was very fond of her, and it was with considerable regret that he finally

parted with her in 1948 and bought the *Blue Peter*, which he had always admired and which he learned was for sale by the Army down in Oakland. For his increased family, his many friends and for business reasons he found that he needed a larger boat.

Blue Peter is 96-feet long, 18 feet 4 inches beam, 7½ feet draft and is powered with a pair of 8 cylinder, 160 hp Fairbanks-Morse diesel engines. She was designed by L. E. (Ted) Geary, and built in 1928 by the Lake Union Drydock and Machine Co. for John Graham of Seattle, and has twice been flagship of the Seattle Yacht Club. She was the product of an era when owners ranging farther afield, were willing to depart from the more yachty appearance of their boats and lay more emphasis upon structural strength and simplicity without sacrificing anything in beauty, proportion or finish. These boats combined somewhat the sturdy lines of the North Pacific commercial types, with the refinements and modifications dictated by the personal tastes of the owners. A number of such yachts were built in the Pacific Northwest about that time, including among others the *Electra*, *Canim*, *Patricia* and *Westward*.

With the exception of a few alterations to suit the owner's convenience, some of which were made necessary by changes which the Army had made, the arrangement of the boat remains practically the same as when she was built. While the main sleeping quarters are below, the former owner had reserved the forward end of the deckhouse for his private stateroom. This, the Army had partitioned off into two smaller rooms, but McCurdy had the partition torn out and had it changed

into a full width guest's stateroom, with wide berths on each side, locker space, private bath, dressers, etc. For his own stateroom, he tore out the chart room behind the pilot house on the upper deck, enlarged the space, and now when he is cruising, he is in close touch with the wheel house and controls and can look out on three sides. Here, also, he has his radiotelephone and receiver.

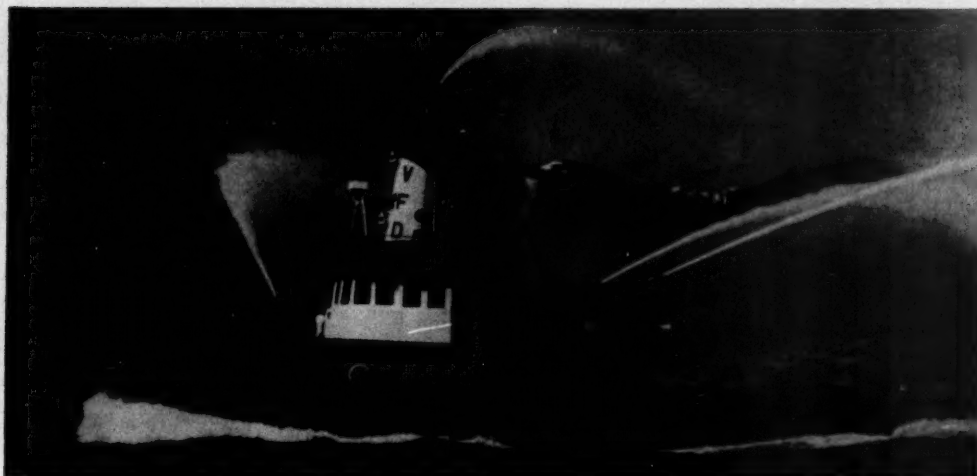
After the guest's stateroom, the balance of the deckhouse is given over to a transverse passageway providing entrance to the main cabin, stairs to the pilot house, to the dining salon and to the large deck salon. This deck-cabin, incidentally is 18 feet long by 11 feet in length, is well lighted by plate glass windows on three sides, and has a built-in Franklin fireplace.

A story of the *Blue Peter* or of the *Moby Dick* either would not be complete without mention of Otto, the faithful first mate and caretaker who has been with McCurdy for eighteen years. He is so competent that without any other help, McCurdy can run the boat himself, acting as skipper while Otto acts as engineer, cook and deckhand. He keeps the boat shining, and when she is laid up, does all kinds of overhauling.

In Horace McCurdy's library both on his boat and in his home are many interesting volumes and documents. He is a keen and enthusiastic student on early Northwest marine history and one of his hobbies is collecting first editions of books dealing with such history. He has given many lectures before various organizations on the subject, and also has one of the finest collections of old ship pictures in the country.



The Royal Vancouver Yacht Club opening day sail-past was May 24. From left is the review yacht, *Narsal*, with vice-commander Gibson returning the salute of F. S. Clendenning on the *Fuziller*. At right is *Miss Lee*, owned by Lorne Culter, winner of the Roedde Class Entrance Island Race on May 19-20.—A. David Rogers.



Pumping capacity of Vancouver's new fireboat is more than 15,000 imperial gallons per minute.—A. David Rogers photo.

Modern Fireboat for Vancouver Harbor

VANCOUVER, B.C., recently placed its new \$350,000 fireboat in commission. It was designed by Milne, Gilmore & German, naval architects of Vancouver and Montreal, and was built by Yarrows, Ltd., Esquimalt, B.C. Overall length is 87 feet, moulded breadth 21½ feet, moulded depth 9½ feet and draft is 6½ feet.

This fireboat, modern in every respect, is unique in the Dominion of Canada, and is said to be one of the largest capacity fireboats on the continent.

The vessel has been specially designed to provide the most modern and efficient firefighting unit possible, and also to contend with the conditions under which it will operate.

Complete firefighting equipment includes three 3000 and one 2000 Imperial gallons per minute fire monitors and four manifolds, each fitted with six 2½-inch hose connection valves; Ansul, Foamite and CO₂ chemical units; gas ejectors; spray pipes for reaching under burning wharves; a complete drenching system to protect the vessel; salvage winch for towing or removing wrecks or burning hulks; power-operated hose reels capable of carrying 2000 feet of 3-inch and 2½-inch hoses plus additional hand-operated hose reels; and such assorted gear as axes, pike poles, peavies, crowbars, etc.

The question of maneuvering whilst fighting a fire has been given serious consideration and with this in mind, the vessel is equipped with a propulsion jet and four maneuvering jets, all under water.

Since the crew will be berthed ashore there is no sleeping accommodation aboard but there is a hot plate, sink, washroom, lockers, etc., and a recreation room providing the necessary facilities when the vessel is out on duty for lengthy periods of time. Because the fireboat will be tied up at her dock for a large portion of her life the electrical system and generators are designed for 110/220 volt, 60 cycle a.c. power with a shore connection so that there will be a minimum of effort in changing over from shore supply to operational power. A permanent telephone is also fitted with a shore connection for use when tied up.

The vessel is insulated, air-conditioned, and heated electrically, and the hull is sufficiently strong to cope with minor ice conditions.

Lifesaving appliances and equipment are to Canadian Steamship Inspection requirements.

In order to provide a vessel with the maximum in capacity and firefighting ability, and at the same time to keep the cost to a minimum it was decided to use gasoline engines, and engines of Kermath make were finally chosen.

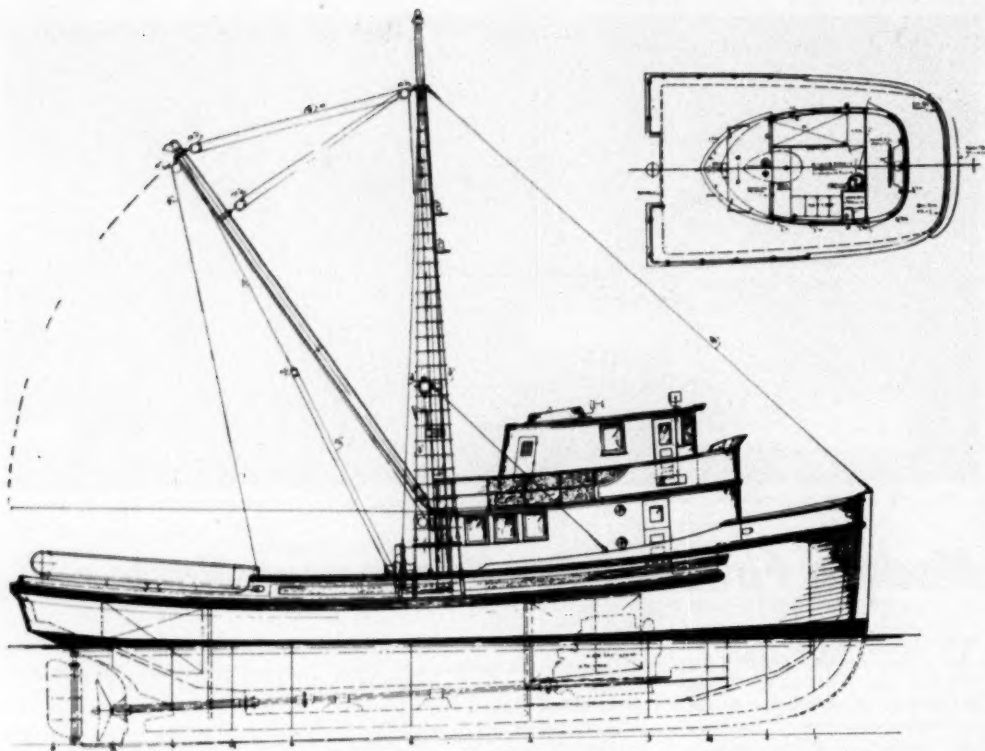
The water supply system has been specially designed so that high pressure (240 lbs. psi) can be maintained on the monitors and low pressures (120 lbs. psi) can be maintained in the hose manifolds if desired. The whole firefighting water supply system is on the ring main principle. Total designed pumping capacity is better than 15,000 Imperial gallons per minute.

Speed of the vessel is 15 mph. and she is specially fitted with an accurate compass and radar in order that delay will be eliminated under conditions of fog, rain or snow. A searchlight and eleven 500-watt floodlights will aid efficient operation after dark.

The high tower was designed with a specific intention in mind. That is, if the vessel has to fight a ship fire it is high enough to reach over the weather deck of most vessels that one sees in the harbor, thereby eliminating the necessity of firemen crawling aboard and dragging hoses behind them.

The hull is all-welded steel and the superstructure and tower are riveted aluminum.

Power is provided by five 550-bhp. Kermath gasoline engines. Steering gear is Swann-Viekers; valve gear Crane; main generators International Palmer; monitor, Modley cast iron LaFrance; propellers, Coolidge; radar and radiotelephone, Marconi.



74-Foot Combination Boat for Fishing

H. C. HANSON, Seattle naval architect, has designed this new combination herring and salmon seiner for Johnny Dale & Associates fishing for the Canadian Fishing Company of British Columbia. Dimensions are 74 feet L.O.A., 20 feet beam, and 10 feet depth.

The lines of the vessel reveal a decided flare forward with a typical seine stern. A fair deadrise will account for seaworthiness, as the vessel will possibly be used later on as a tuna bait boat in offshore waters.

This new seiner, now building at Sterling Shipyards, Vancouver, B.C., will be of wood construction with yellow cedar sawn frames at the ends and bent oak frames amidships.

In the large engine room forward will be installed a 275-hp Caterpillar diesel on steel foundations. The engine room will be built in two levels, with a raised forward deck, somewhat similar to the engine rooms

in the larger tuna boats. There are two 750-gallon diesel oil tanks in the engine room, and three water tanks, capacity 1300 gallons. The latter are insulated from the engine room heat.

Forward of the engine room is a watertight steel bulkhead, with two wooden bulkheads aft which include the 28-foot long cargo hold. This fish hold has a capacity of approximately 3000 cubic feet.

Aft of the engine room is space for two 1100-gallon diesel oil tanks with a large live bait tank between which will be installed if the boat is used for tuna bait fishing.

The main deck is continuous with a short raised deck forward. A large turntable is aft on the main deck. The main deck house will accommodate eight men, and has a large galley, a washroom, and an inside entrance to the engine room.

The upper deck house is of the teardrop design the aft end of which encloses the engine stack. A roomy captain's stateroom is fitted with a

settee, table, dresser, locker, wash-basin, and containing an access way to the lower deck.

The wooden wheel house has a large fixed window forward. The aft end is of all-steel construction and includes a drying space and a 30-gallon stove oil tank.

The rigging is of typical British Columbia type with the usual china spar as shown in the accompanying profile plan.

This particular boat is of a size generally built in the Puget Sound area in the '30s and can be used in protected waters and in offshore fisheries as well.

Borden Plans Resorcin Plant

Resorcin, an essential ingredient for waterproof glue, may be manufactured in Tacoma, Washington, in a new plant planned by the chemical division of the Borden Company. Application has been made to the National Production Authority to construct a plant of one million pounds annual capacity.

Roomy 26-foot Cutter for Cruising

THIS auxiliary cutter was designed by William Garden for Robert Lally, assistant lighthouse keeper at Estevan Point on British Columbia's wild west coast. Dimensions are 26 feet L.O.A., 8½ feet beam, and 5 feet draft.

Lally desired a sturdy cruising boat of rather inexpensive construction and the results should make a very pleasing craft. Those readers with a well-developed historical sense will note that this is a small edition of the famous Bristol channel pilot cutter used before the advent of power in British waters to put pilots on incoming ships.

One of the most interesting features of this design is the fact that all inside ballast is utilized, contributing greatly to low initial cost. There is standing headroom under the small trunk, a good galley, ample locker space, good sitting headroom under the deck, and a toilet forward.

On deck she's a real little ship with plenty of working space for handling sails, a well deck forward for anchor and gear, and ample lounging space in the cockpit.

Auxiliary power will be a 10 hp. medium duty engine.

Deck construction will be 1¼ by 2½-inch fir, treated with tar and oil. Planking will be ¾-inch Alaska cedar. Keel, horn timber, stem, and all structural members are Alaska cedar. Fastenings throughout call for galvanized iron with accent on heavy duty.

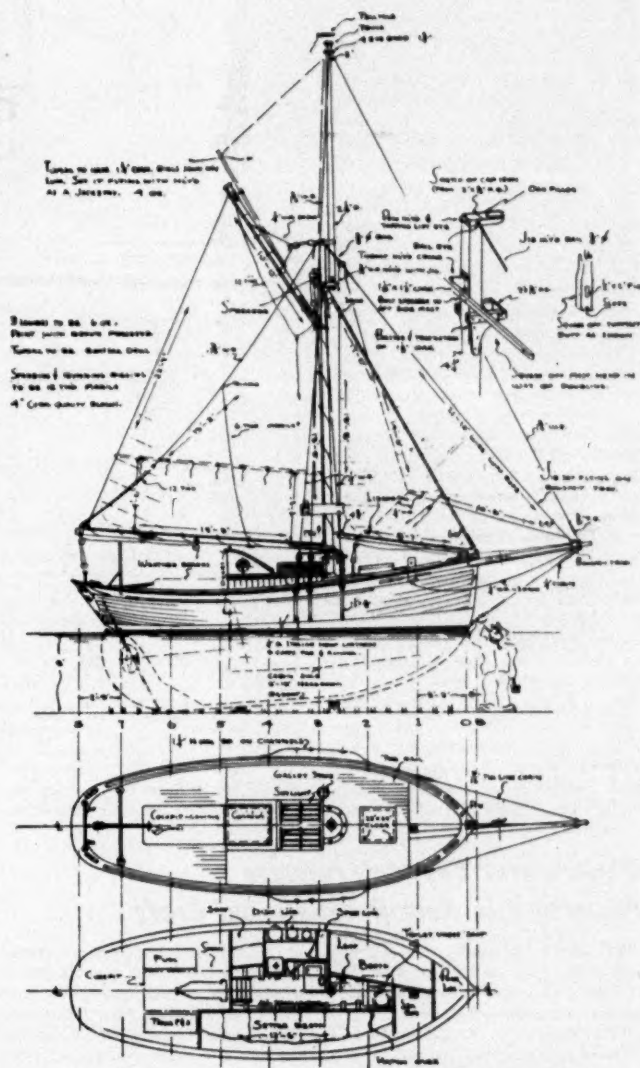
The rig is that of an old-time cutter with its channels, deadeyes, lanyards, fitted topmast, and gaff mainsail. In addition to the three lowers, she'll carry a tops'l for light airs.

A sister ship is being built in Victoria, Texas.

Boatbuilding Active in B. C.

Boatbuilding continues active in British Columbia, with several yards launching new tugboats and fishing vessels during the past few weeks.

Harbor Boatyards in Coal Harbor, Vancouver, has built two small towing craft, one for Alva Snider with an overall length of 35 feet and equipped with 230 hp. GM diesel and the other, virtually a duplicate, for Stan Larson, which will have a 165-hp. GM engine. Both vessels will be fitted with hydraulic controls and towing winches and they will



operate in the Fraser River and lower mainland waters.

W. R. Menchions expects to finish by late summer an 80 foot seiner for B.C. Packers, which will be powered by a 260-hp. Washington diesel.

One of the largest seiners-packers to be built in a British Columbia yard in recent years is an 83 footer for the Anglo-B.C. Packing Co., now on the ways of A. C. Benson Shipyards, Coal Harbor, Vancouver.

Power plant will consist of a 340-hp. Enterprise heavy duty diesel, one of the largest to be installed in a Canadian west coast vessel.

Sterling Shipyards are building a 74 foot seiner-packer for Johnny Dale of Canadian Fishing Co. and Harold Hendriksen, the latter to be the master of the craft. A 270-hp. Caterpillar diesel will be installed when the hull is completed.

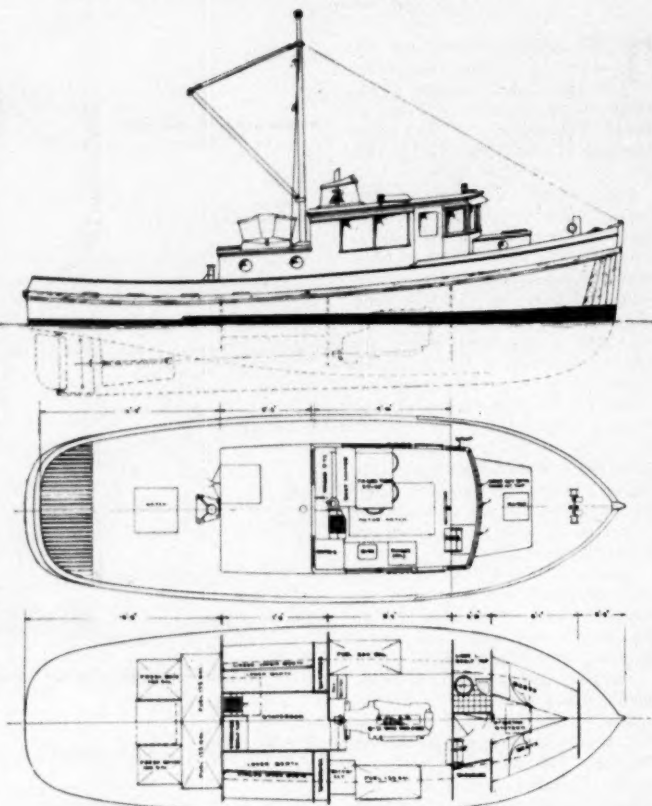
Dual Purpose Tug for B.C. Loggers

THIS new 42-foot utility boat has been designed by Edwin Monk & Lorne Garden for a British Columbia logging firm, Pacific Pine Company, Ltd. Operations will be in conjunction with logging camps in the vicinity of the Stuart Island-Bute Inlet area, where the boat will be used for occasional towing jobs and as a camp tender and personnel boat.

Dimensions are 42 feet L.O.A., 13 feet beam, and 4 feet, 10 inches draft. The plans call for a V-bottom boat with a round stern and low after-deck.

The accompanying drawings show how accommodations have been provided for six men, including space for a crew of two men in the fore'sle and room for four others aft. There is a well-arranged galley in the main deckhouse which has an accessway to the large stateroom aft. A folding table has been provided for necessary paper work by the timber cruisers who will use this boat. The large door aft will accommodate a stretcher in case of an emergency. The boat will be well equipped for comfort, including an Olympic oil range, and a Wix Galley Maid for providing hot water for radiators and domestic use, including the shower bath.

Power will be a 165-hp GM diesel with 4½-to-1 reduction, swinging a 49-inch diameter wheel on a 3-inch Monel shaft. Tankage will provide for 650 Imperial gallons diesel oil and 200 gallons of water.



Planking will be of 1½-inch fir, sawn frames of 2¾-inch yellow ce-

dar, deck of 1¾-inch vertical grain fir, and a plywood house.

Underwater Copper Products Permitted in New Recreational Craft

THE use of copper and copper alloy products in the construction of underwater portions of new recreational craft is not prohibited under the terms of National Production Authority Order M-12, according to a clarification of the order received by the National Association of Engine and Boat Manufacturers.

Further, the NPA will continue its policy of preserving the status of the recreational boat industry, according to Manly Fleischmann, administrator of the NPA. Fleischmann has stated that the bureau, which has restricted the use of certain metals, will do "everything possible" to avoid a "death sentence" for any segment

of American industry. Manufacturers of certain consumer durable goods will receive regular rations of copper, steel and aluminum if they are unable to obtain these metals through a normal manner of procurement.

The NPA indicated its willingness to cooperate with the recreational boating industry by acting favorably on an appeal filed in April by the National Association of Engine and Boat Manufacturers with the administrator of Copper Order M-12. Under this order, the use of copper and copper base metals was deemed prohibited in the construction of new recreational craft. The appeal, prepared in an attempt to insure sur-

vival of the boating industry, pointed out the necessity for the use of copper in small boat construction. The brief also cited the role of the industry in the present defense program as well as its record in World War II.

Responding to this brief, the NPA stated that the following items are not included in the prohibitions of Order M-12, in respect to the manufacture of recreational craft:

- Rudder, rudder post and tiller arm
- Propellers and struts
- Propeller shafting
- Shaft log and stuffing box
- Copper tubing from fuel and water tanks
- Gate, globe and check valves
- Sea cocks for toilets, engines and auxiliaries
- Thru bolts and drifts
- All light and power wiring.

Rejuvenation of "Notacare"

IT ALL started one night at Grindstone Joe's—that famous rendezvous of San Francisco Bay area yachtsmen in the San Joaquin-Sacramento River Delta near Stockton—a beauty spot to which yachtsmen have cruised for generations.

A bunch of the boys, Herman Högrefe, Corinthian Yacht Club; Dan McLean, St. Francis Yacht Club; John Soldavini, San Rafael Yacht Club; Nelson Jones, St. Francis Yacht Club; and Harold Apparius, members of the Grindstone Joe's Association, were holding a meeting.

All of them were boat owners except Harold. With a unanimous vote the members decided to present Harold with the *Notacare*, a 20 by 8½ foot house boat resting in some two feet of Delta mud, where she had lain for the past 20 years. She appeared to be such a ruin and the mud was so deep where she lay that no one had even taken the trouble to go aboard her and see what she was like.

But Harold accepted the challenge. First of all he waded through the ooze and boarded the craft. Two feet of mud covered the floor boards, a cottonwood tree had fallen across the deck house, causing some deterioration, wasps had nested there and raised their families, and there was a full quota of spider webs.

But the hull of Port Orford cedar was sound, and the deck house was almost perfect. A little research by Harold showed that the *Notacare* had been built 30 years before by Stephens Bros. Inc., in Stockton, Calif., for the then mayor of that thriving city. It was Roy Stephens who supplied her history. Why she was beached and abandoned is not disclosed.

Harold, John Soldavini, and another friend, Charlie Michelson, set to work in August of 1949, and by July of 1950 she was just as trim a little outboard powered house boat as you would care to see.

Boat building was no novelty to Harold. He has been building boats since he was a kid, and during the depression he built a 30 foot cabin cruiser without even a power saw. The cruiser is still going strong today.

First of all Harold made some sketches showing how the *Notacare* probably looked originally, and how he planned to have her look. He thought she would make a right

Notacare lay in the mud for 20 years.



First, she had her keel lifted—and blocked.



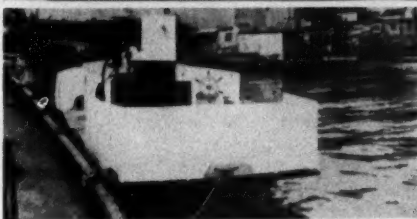
This is how her bow was fabricated.



—and her stern . . .



Final outfitting at Anderson & Cristofani.



Now she's ready for cruising.



smart outboard powered house boat. He borrowed a portable fire pump from Anderson & Cristofani, San Francisco shipbuilders, and flushed out the mud and dirt.

He and Charlie built an A-frame from some heavy timbers and with a block and tackle and jack raised the hull, just off center—put one end on a set of blocks, then lowered the other end on to blocks, and there was *Notacare* for the first time in 20 years out of the mud.

Harold and Charlie built a little shop right alongside *Notacare* and ran a power line in from 150 feet off the levee—the power of course being for power tools. Harold wasn't going to build a boat without power tools again!

All new frames were needed, so Harold and Charlie put in 2 x 4 fir frames on 15 inch centers—the keel which had been protected from the air by the mud, was as good as ever. There were no worms in any part of the boat, and the only rot had occurred in spots that got alternately wet and dry.

The cedar planks were re-nailed with galvanized nails, and the bow and stern was put on new. The hull was sheathed with 3/4-inch waterproof plywood, screwed on with brass nails and made watertight with Kuhl's Bedlast.

Harold had decided to make the rejuvenated *Notacare* look a little snappier than the 1920 model, so he put on a false stern and bow. The false stern has the well in which is set the 10 hp outboard motor that drives *Notacare*. It was made out of 2 x 6's five feet long, covered with 3/4-inch plywood.

The false stem also extends five feet and is made from 4 x 6's and also covered with 3/4-inch plywood. Also made from plywood are the decks that extend two feet out all around the craft.

These decks are supported by steel rods, giving an effect somewhat similar to the ferry boats that used to ply the Bay.

The additions gave the *Notacare* a length of 30 feet and a beam of 11 feet. She has a cockpit of 10 1/2 x 8 feet.

Harold and his helpers put in two bunks, toilet, ice box, a three burner stove and clothes lockers.

One of the interesting features of the *Notacare* is the davit, a regular dinghy davit, mounted in the stern on the port side. The radius of the davit covers the stern where the engine is mounted, and swings to the companionway hatch. To dismount and store the motor is simplicity itself, and with no manual labor.

The davit swings the outboard motor over to the companionway hatch, which is slid back, the motor is then lowered into a motor locker and secured.

Bright work in the *Notacare* is imported hardwood furnished by Nelson Jones, Jones Hardwood Co., San Francisco. Hardware came from Weeks-Howe-Emerson Co., and paints were by International Marine Paint Co.

The launching of *Notacare* was a ceremony long to be remembered by the Grindstone Joe's Association. Sponsor was pretty Miss Barbara Soldavini, daughter of Mr. and Mrs. John Soldavini. As she cracked a bottle of champagne over the *Notacare's* bow, Cy Paulus, well known yachtsman, fired off a Very pistol, creating a spectacular effect.

However, it must be remembered that *Notacare* was several hundred feet from blue water, so in order to get there a line had been rigged from her bow to the stern of the speedboat off Dan McLean's Spoon-bill. As the champagne cascaded down *Notacare's* bow, Dan gave the speedboat the gas, and *Notacare* slid majestically through the mud and into the slough.

Coming through Carquinez Straits on the way to the San Francisco yards of Anderson & Cristofani, where further work was to be done, *Notacare* ran into some choppy seas, but she justified Harold's confidence in her—she didn't sink, and she proved dry and stable. At Anderson & Cristofani's she is having guards put on the chine, railings are being put up, and a welded steel motor bracket is being installed.

On the run down from Grindstone Joe's to Anderson & Cristofani, Harold made an average of 6 knots with the 10 hp outboard motor. Running

time was 12 hours. The craft draws about a foot of water completely loaded.

"You going to use *Notacare* for fishing, Harold?" he was asked.

"Nope, just cruising, and snoozin'," replied the owner and rejuvenator of *Notacare*.

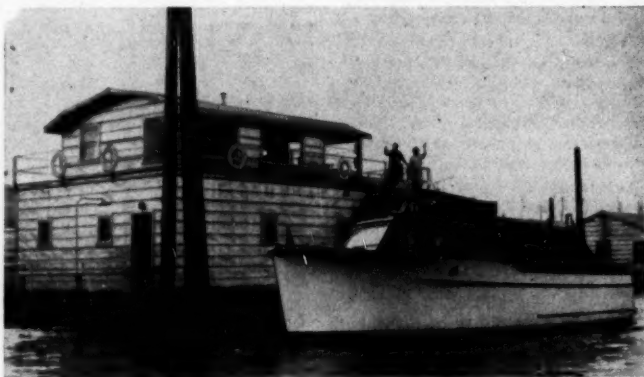
New RCA Booklet Available

Details concerning their worldwide marine radio and electronic service facilities are described in a 12-page, illustrated booklet just issued by Radiomarine Corporation of America, a service of Radio Corporation of America.

Penthouse on Boat House Proves Ideal Compromise

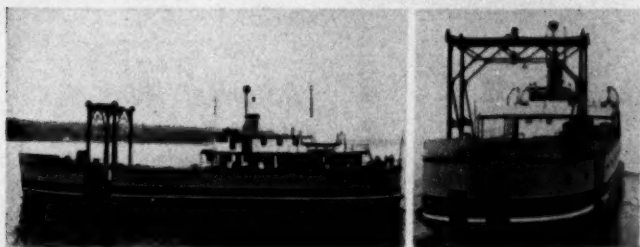
Here's one of those nice husband-and-wife combinations, with a result that sounds like a boat lover's dream. Winifred James of Portland, Oregon, wanted a beach home, and her husband, Art, wanted a boat. So they compromised. James bought his boat, the 36-foot Grandy Dreamliner sedan that was a top favorite in the 1949 Seattle boat show. Mrs. James got her beach home, but she had it built on top of their boat house in the Columbia River, only 30 minutes from their home and just as good as 30 miles away for a week-end hide-out.

Now the "S.S. James," as the James' like to call their smart penthouse, is one of the most attractive river homes in the Portland area and a popular gathering place for boating people. It is moored 300 feet from shore at the outer edge of one of the boathouse bends in the Columbia River Yacht Club, about five miles upstream from the Interstate highway bridge.



The upper deck of this boat house, designed to shelter the Winifred J of Portland, accommodates a cozy three room pent house.—Lawrence Barber photo.

Puget Sound Freighter "Indian" Adds 200 Tons Cargo Capacity



On her way to pick up her first load since her conversion, the *Indian* is longer and beamier as these photos show.

CARRYING capacity of the Puget Sound Freight Lines *Indian* has been increased from 270 tons to 470 tons in a remarkably simple and speedy remodeling job by the Todd Shipyards, Seattle. The motor vessel, one of the company fleet that plies the Puget Sound and British Columbia waters, is now the second largest.

The transformation which left her longer and beamier was accomplished in 26 working days in a period from April 18 to May 24. Carl J. Nordstrom, Seattle naval architect, planned the conversion.

The principal changes included increasing the beam from 30½ to 40 feet by the construction of sponsons, prefabricated by Todds, and assembled to the hull in large sections. The upper deck was cut and the sides moved out to the new side of the ship so she presents essentially the same appearance.

At the bow and stern new construction was added to fair in with the sponsons, and the bow extended seven feet. She is now eight feet longer, 168 feet. Light displacement was increased about 100 tons.

The freight capacity of the *Indian* was previously limited by her stability which is no longer a factor due to the increased beam. Her new sponsons have increased her displacement, and the vessel now can be loaded to a deeper draft. Her draft when running light is about the same, Howard Lovejoy, vice president of the company, said.

The *Indian* was built in 1931 by the Albina Engine & Machine Works in Portland, Oregon, for the Shaver Forwarding Company as a combination passenger boat and freighter, the *L. P. Hosford*. In 1937 she was purchased by the Puget Sound

Freight Lines and converted for their use by the Lake Washington Shipyards at Houghton, Washington.

Following her conversion she immediately went back into service. According to Stuart Tolloch, her skipper, she performed quite satisfactorily but she is expected to be a trifle slower when heavily loaded. No change was made to her propulsion unit, a 500-hp. Atlas diesel which has served her well for 20 years.

B. C. Yard Building 25 Halibut-Gillnetters

ONE of the most extensive fish-boat construction programs to be undertaken in recent

years by a British Columbia builder involves 25 combination halibut and gillnet boats, being laid down by Sterling Shipyards, Ltd., Vancouver, this spring.

Every one of the vessels will be powered with a Nordberg 95-hp gasoline engine, which have proved particularly popular in British Columbia's gillnet fleet this year. About 150 such engines have been installed in the B.C. area since last fall.

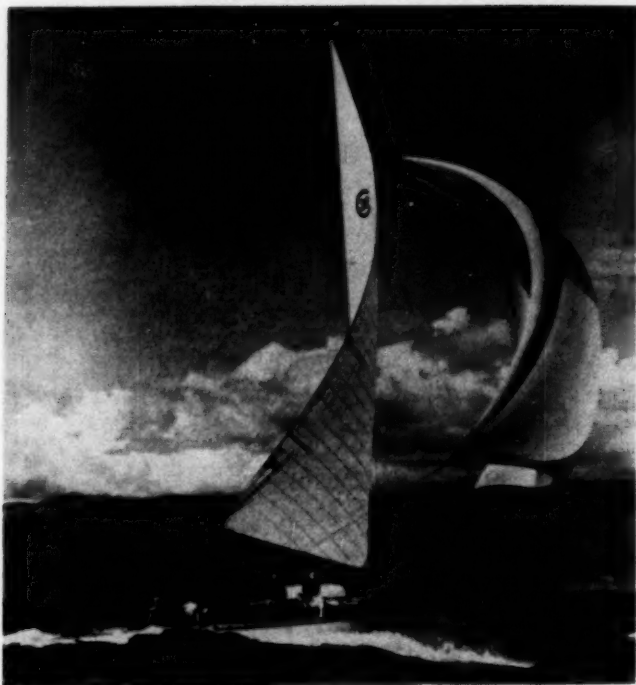
Sterling Shipyards is a subsidiary of Canadian Fishing Co. and many of the boats built on its ways are for that account. However, in the case of the gillnet-halibut boats most of them are for individual owners. For instance, the first three were taken over by Ted Routh, of Namu; Cliff Olsen, Nanaimo, and Tom Moran, Vancouver—all independent fishermen.

The Nordberg engines installed in these and other units in the fleet have 2½-to-1 reduction gear, and drive a 25 by 14-inch propeller, achieving a speed of about 9 knots. Length overall is 33 feet, with 9-foot beam and draft of 2½ feet.

Philippine mahogany is used in construction of hulls, including planking and finish, the frames being bent oak. These vessels, as previously reported in *Pacific Motor Boat* are among the first of their type to be built of mahogany in British Columbia. This is due primarily to current high cost of west coast wood suitable for boatbuilding and its relative unavailability.



The Fourth Annual San Juan Island Rendezvous will be held at Friday Harbor, San Juan Island, Saturday, August 11, according to the San Juan Island Chamber of Commerce, sponsors of this popular event. The Rendezvous last year saw more than 2500 in attendance and boats from all over the Northwest took part. The Rendezvous features a giant salmon barbecue to which all are invited. Above is a scene during the 1950 event.



The *Amorita*, sailed by Carl Jensen, won two big northwest sailboat races this year, the Hat Island and Swiftsure Light Ship races, by both elapsed and corrected times.—Ken Ollar photo.

"Amorita" Wins Swiftsure Race

FIRST boat to finish and the winner by corrected time, Dr. Carl Jensen's 46-foot sloop, *Amorita*, added the Swiftsure Light Ship Trophy to its triumphs this year. The race, run during the Memorial Day week-end holiday, is the only ocean sailing race sponsored by the Pacific International Yachting Association.

The trim sloop hit varied winds, ranging from 35 mph. to almost a dead calm, in its circuit from Victoria to the lightship and return. However, the Seattle Yacht Club skipper outguessed his competitors and managed to be in places where the wind was blowing most of the time.

On the outgoing run Jensen tacked down to the Washington side of the Strait of Juan de Fuca and followed the shore cut to the ocean where winds of 35 mph. were blowing. By the time he reached the lightship he was in the lead and he was never headed.

On the incoming run it was a spinnaker race in light going that

increased to an 18-mph. wind as the leaders neared the finish. Finishing around 50 minutes behind the *Amorita* was Harbine Monroe's *Nautilus III*, carrying a 42-minute handicap over *Amorita*. Jensen's boat beat the *Nautilus III* by only 5 minutes, 44 seconds, corrected time.

Spotty winds and heavy tides seemed to knock the big stickers out of the running, such as the *Circe*, *Maruffa*, *Alotola*, and *Angelica*, although the *Circe* and the *Maruffa* alternated in the lead early in the race. Herbert Day's *Ono* missed the lightship in the night going and failed to properly round the mark, and was disqualified.

Subject to later protests, here's the way they finished:

	Corr. Time
1. <i>Amorita</i> , Dr. Carl Jensen, S.Y.C.	23:39:49
2. <i>Nautilus III</i> , Harbine Monroe, T.Y.C.	23:45:33
3. <i>Dorade</i> , Franklin Eddy, S.Y.C.	25:14:41
4. <i>Alotola</i> , Charlie Frisbie, S.Y.C.	25:39:02

5. <i>Buccaneer III</i> , Hubie Walker, Victoria	26:42:31
6. <i>Serada</i> , Chris Goodhope, Seattle	27:06:48
7. <i>Maruffa</i> , John Graham, Seattle	27:34:03
8. <i>Angelica</i> , John Locke, Seattle	28:02:43
9. <i>Circe</i> , Ray Cooke, Seattle	29:04:34

"Amorita" Wins Hat Island Race In Fast Victory Over Fleet

DECISIVE winner in the Hat Island Race, first of the Tri-Island Series, was Dr. Carl Jensen's *Amorita*. She was the first boat to cross the finish line at Golden Gardens, Seattle, after the 44 mile round trip and the first in corrected time.

The course was laid from Seattle up the Sound to Gedney (Hat) Island off Everett harbor. The 39 boats participating were favored by brisk though sometimes spotty breezes which were north veering toward northwest at times. After starting out at 2:30 p.m., Jensen was back at the Government Locks at 10:30, thought to be the second fastest time in the history of the course.

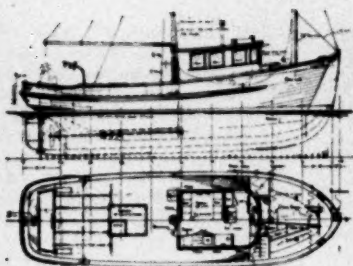
Top boats in the various classes were as follows:

Class A and AA	Corr. Time
1. <i>Amorita</i> , Dr. Carl Jensen	5:42:37
2. <i>Dorade</i> , Franklin Eddy	6:10:26
3. <i>Alotola</i> , Charles Frisbie	6:22:21
Class B-C	
1. <i>Westwind</i> , George Miller	6:58:38
2. <i>Nixie</i> , Marsh Perrow	7:04:08
3. <i>Lady Jane</i> , Bert Hyde	7:10:38
Class D-Z	
1. <i>Wild Flag</i> , Steve Chadwick	7:27:33
2. <i>Skip</i> , Casper Clark	8:28:06
3. <i>Mickey</i> , Carl Daniels	12:24:00
Class X-Y	
1. <i>Heather</i> , Bill Buchan	6:33:57
2. <i>Mohee</i> , James Houston	6:42:22
3. <i>Joy Too</i> , C. Peterson	7:01:50
Six Meters	
1. <i>Oslo</i> , Hans Giese	6:27:48

Ketchikan Power Squadron Receives Charter in May

Charter for the new Ketchikan Power Squadron was presented by Major Jack Talbot of Ketchikan, Alaska, at a banquet meeting May 4. This is the second new squadron to be chartered on the Pacific Coast this year.

Commander is William R. Billingsley; lieutenant, Dean Asaph; first lieutenant, Dr. Ralph Carr; secretary, John Dassow; treasurer, Ed Wolf.



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Distributors: The Burt Co., Portland; Bryant's Marine, Seattle; Melford F. Brandenburg, San Francisco


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Sid and Phil Miller's *Clear Sky*, Royal Vancouver Y.C., soundly trounced the Vancouver Star boat fleet during brisk April breezes. Here *Clear Sky* (right) pulls ahead of Stan Davies' *Dux*, Kitsilano Y.C.—A. David Rogers photo.

Burrard, Queen City Yacht Clubs Perfect Plans for Big Race

COMPLETE plans for accommodating participants in the International Cruiser Race, sponsored by the International Power Boat Association, July 28 and 29, have been announced. Both the Burrard Yacht Club at Vancouver, B.C., and the Queen City Yacht Club, Seattle, have prepared a well-organized start at Vancouver and a satisfactory finish and enjoyable reception at Seattle.

Commodore Ralph Maddison of the Burrard Yacht Club has named an imposing list of skippers who will chairmen various committees in making plans for the start.

Les Marshall will handle the starting and finances; Drewe Pratt—customs and immigration; Fred Deeley—entertainment and publicity; Port Capt. Fred Reed—berthing and accommodations; Fleet Capt. Norm Wilby—entries, numbers, etc.; Rear Commodore Ches Little—observers and logs; Rudy Kipling—information booth; Tom Fenner—shipwright service; Officer John Knight of the Vancouver Police Force—safety committee; Commodore Ralph Mad-

dison—ship stores; Gene DeBou—cashier.

Courtesy cars will be furnished by the Ladies Auxiliary of the Burrard Yacht Club.

King Bramall, club secretary, and Haddon Skelding are handling correspondence and other contact work between the I.P.B.A. officers and other clubs of the Association.

At the other end—the finish line—Commodore Ray Hacker of the Queen City Yacht Club has likewise enlisted some of his stalwarts to perform the usual good job for which Queen City Yacht Club is noted.

Bob Landweer will chairman one of the most important committees—arrangements for the customs, immigration and entries, and clearance through the government locks.

Ray Stroble, active head of the Past Commodore's Club, will provide an abundance of reception by using for this purpose many of the club's past commodores.

President Grace Harpst of the Queen City Y. C. Tarettes has indicated the ladies' group will provide refreshments at the clubhouse following the race.

Lou Timmerman will handle the entertainment and dance arrangements. Rear Commo. Ted Harris will be in charge of moorage and berthing accommodations. Marshall Mining will take charge of publicity for the event. Vice Commodore Rhodes Spencer will be in charge of transportation for the visiting captains and crews.

Earl Brown will chairman an unusual committee composed of sea scouts to perform shore boat service for visiting skippers on Portage Bay.

Rules and details of the race are now in the hands of the clubs with quite a large number of entries being received much earlier than has been the case the past few years. Participating skippers when sending in their entries to I.P.B.A. Treasurer Roy Palm are requested to make certain that they notify the Burrard Yacht Club using card attached to the rules for making berthing reservations prior to the race.

Additional instructions concerning details of entries, immigration, and last minute race information will be made available to participating skippers prior to the start of the race at the Burrard Yacht Club.

Military Target Practice

Advice to avoid restricted areas in northwest Washington waters was given by Ted Harris after returning from a U. S. Army Engineers hearing at Quilcene, May 8. He represented the Puget Sound Interclub Association.

The Navy has proposed an extension of the time of operations in the Hood Canal and Dabob Bay restricted areas to 8 a.m. until dark. He said he found Navy officers in charge of operations in this area very cooperative toward giving small craft safe conduct through the area.

Although homing type underwater torpedoes are tested in this area, it is quite safe to cruise in Hood Canal waters if due caution is taken, he said.

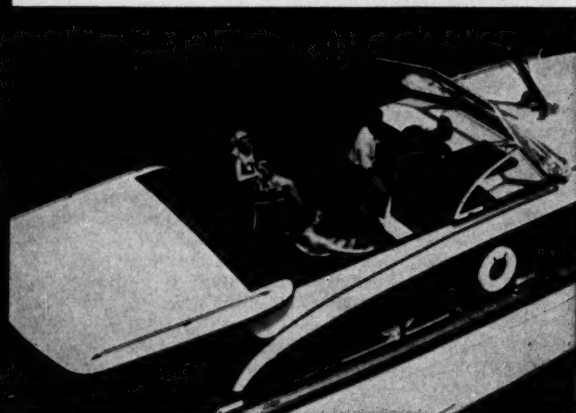
"In contrast, the Naval Air Station at Whidbey Island is establishing more bombing areas which are neither patrolled nor marked," he reported. "These are very hazardous. Keep away from the west side of Whidbey Island, seven miles north of Mutiny Bay to Deception Pass. Target areas now used by Navy bombers include White Rock, southwest of Waldron Island, and the vicinity of Smith and Minor Island in Juan de Fuca Strait."



New Chris-Craft 47-ft. Buccaneer with Flying Bridge and Super Sun Deck. Options of twin engines, speeds to 24 m.p.h.

NEW, captivating cruiser by Chris-Craft . . .

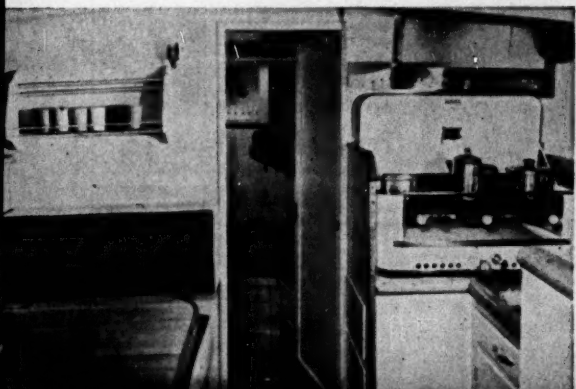
47-ft. BUCCANEER WITH SUPER SUN DECK



Spacious Super Sun Deck with teak floor and hard top over aft cockpit actually add 2 rooms to this new Buccaneer: a sunny, open-air "living room" with wide, built-in lounge topside and a sheltered cockpit aft. Folding top with side curtains, stern ladder, dual controls, optional extras.

Right, master stateroom, looking forward. Beautiful Buccaneer sleeps 9, has 2 full-height toilet compartments. Steps lead to gorgeous, carpeted main salon with inside companionway to bridge.

Below, bright dinette and galley, complete with ice box, sink, stove and blower. Dinette converts to double bed. Door leads to forward stateroom. Matchless styling throughout! Shower bath, water pressure system, hot water heater, auxiliary generator are available extras.



Sheltered aft cockpit is accessible from Sun Deck and master stateroom. Side and aft curtains enclose cockpit in foul weather. Inside, plenty of wardrobe and stowage space. Ask your dealer for complete data.



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Many New Chrysler Engines Installed In Seattle Boats

THE National Supply Engine Corporation, located on the Salmon Bay Terminal, Seattle, reports the sale of many new Chrysler marine engines in its capacity as Chrysler marine engine distributor for the local area.

New installations include both commercial and pleasure boats. Fred Hudson, northwest manager for National Supply, said.

Dr. J. H. Snively, Queen City Yacht Club, has just installed a Chrysler Crown, 2-to-1 reduction in his cruiser, *Bee-Jay*.

Adams Boat Company, Seattle, is completing a new stock model, 35-foot cruiser for G. Burger, which will be powered with a Chrysler Crown, V-drive, 2-to-1 reduction. The design is by Edwin Monk. The Puget Sound Marina is installing a pair of Chrysler Crowns in Sherman Bushnell's *Lurline*.

On the commercial side, Robert Marks is installing a Chrysler Crown, 3:95-to-1 reduction in the troller, *Normac*. The Tingley Towing Company, Sedro Woolley is re-powering a shallow drift tug with two new Chrysler Crowns with 2-to-1 reduction.

Tike, a Puget Sound troller, is being repowered with a Chrysler Crown with a 2½-to-1 reduction. Owner is Hial Turnley, Yakima, Washington.

The *Attica*, a troller, owned by Ed and Don Rayburn, Petersburg, Alaska, has a new Chrysler Crown with a 3½-to-1 reduction gear which replaces a similar Crown which was in the boat for 10 years.



Chrysler sales are reported brisk, according to Northwest Chrysler distributors. From left is L. J. Zankich, manager, Chrysler marine sales; Fred Hudson, northwest manager of the National Supply Engine Corp., Seattle; J. C. Alger, manager, and Art Rivere, chief engineer, of the National Supply branch in Vancouver, B. C. Sales of Chrysler marine engines in Vancouver is the greatest in peace-time history, Alger reports.

The *Minerva*, a gillnetter owned by Paul Payne of West Seattle, has just installed a new Chrysler Crown with a 2½-to-1 reduction.

Many New Boats Building On Lower Columbia River

Boatbuilding activity is brisk in the Columbia River area, with a number of boats being powered or re-powered with Chrysler marine engines. A. C. Fries, branch manager, National Supply Engine Corporation, has announced.

Charles Nelson, Portland Shipbuilding Company, recently repowered his cruiser, *White Cap II*, with two Chrysler Royal specials, 2:04-to-1 reduction V-drive. These engines are rated at 165 hp. each.

Howard Hinsdale, Reedsport, Oregon, recently repowered his cruiser with a Chrysler Royal special, 165 hp. with 2:04-to-1 reduction gear.

Ray I. Rilance, Oregon City, Oregon, is building a new boat which will be powered with a Chrysler Crown, 1:43-to-1 reduction, V-drive, and expects to be cruising in time

for the Salmon Derby at Astoria in late August.

L. S. Baier & Associates, Portland, are building a number of boom boats, and have purchased five Chrysler Crown engines for them this year, three of them with 3:17-to-1 reduction and two with 2:04-to-1 reduction.

Canfisco Buys Yacht

The steam yacht *Vencedor*, for many years regarded as one of the most graceful and luxurious in British Columbia waters, has been purchased by The Canadian Fishing Co. from Hon. Eric Hamber, former lieutenant-governor of the province.


The specific purpose to which the vessel will be put has not yet been determined, but it is probably that *Vencedor*, under a new name, will be converted into a fishpacker or fish-carrying barge to operate between the company's plants in the Prince Rupert area and Vancouver.

Vencedor is one of the few iron-hulled vessels still in service in the Northwest.

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On the Practical Side...

Elimination of Stove Legs

The legs of a galley range cause a needless loss of space. On my last two boats, through more than 20 years, I've eliminated stove legs with never a sign of over-heating of woodwork under or around the range.

My range is a Shipmate, smallest size. The space for it is enclosed fore and aft by $\frac{3}{4}$ -inch plywood bulkheads, shaped to the hull and fastened to the frames, allowing about 3 inches from the top of the range on each side. Between them, at a predetermined height, I set a platform of $\frac{3}{4}$ -inch plywood, strongly screwed to oak cleats on the bulkheads and extending back to the hull ceiling.

On the back (outboard) side, rising about 3 inches above the top of the range, I securely fastened a piece of 1 x 4-inch (net) hardwood a couple of inches from the back of the range, running between the two bulkheads, with a light plywood panel from it to the platform below and fastened to the bulkheads at the sides. This leaves a bin between the range and the hull, which we use for pans.

The whole compartment is heavily-lined with asbestos—extra thick at

the bottom—and then covered with sheet metal coated with aluminum paint.

Then I got some pieces of steel angle bed rail, about 1 by 1-inch, from a junk shop. I turned the range upside-down and laid out on the platform the pattern of the groove around the rim of the bottom of the range. Then I cut pieces of the steel angle iron to fit the pattern, leaving a number of spaces open for circulation of air, and drilled bolt holes through the flanges of the angle iron that were to lie flat.

Then I marked places for $\frac{1}{4}$ -inch bolt holes around the projecting rim of the range bottom—four in the hearth and some on the back—making them register accurately with holes in the angle irons. I also drilled several holes in the overhang of the range-top at the back.

The pieces of angle iron were then bolted down strongly to the platform with special care to get them accurately placed. The range was then set so it stood firmly on the up-sticking flanges of the angles. The bolt holes were drilled down through the platform and the range fastened down hard with bolts. At the back I fastened the range-top to the heavy wooden cross-piece by

means of pieces of 1 by $\frac{1}{4}$ -inch band steel, bent to right angles and bolted. The rings at the side of the range also were fastened down by wire to eye bolts.

This arrangement allows a full inch of air space under the range with ample space around the sides and back. The vertical space saved adds considerably to the fuel box under the platform.—S. H. Gray.

Watch Your Spark Lever

Before tinkering with the propeller on your outboard motor, make certain that your spark is fully retarded. Turning the propeller while pulling off weeds or checking for a broken shear pin will act the same as turning the flywheel. A spark is sent from the magneto and the motor may start while the propeller is in your hands. Watch it!—J. M.

Follow a Straight Course

If you are out in a small boat without a compass and are caught in a heavy fog, tie a long line to the stern of your boat. The line will make a track in the water which will be helpful in laying out a straight course.—J. M.

Cushion for Your Outboard

When carrying your outboard motor in your car, inflate an inner tube and tie it together in several places. Lay the outboard on the tube. This makes a fine cushion and protects the controls and other small projecting parts.—J. M.



HOW TO STOW A ROPE: To prevent spare ropes and lines from becoming tangled when stowed, the electric linesman's method of binding is excellent. Ropes may be hung on pins or stowed in almost any position without trouble and if held on the forearm when unwinding them again will never kink or tangle. The photos show how it's done. (1) The rope is coiled from left to right and deep laid. (2) With about 6 feet remaining it is brought around the coil and grasped in the left hand. (3) Pulled through by the left hand the loop is brought down over top of coil. (4) Lifting the loop and tightens the loop and keeps rope snugly wrapped until needed.—Clinton R. Hull photos.



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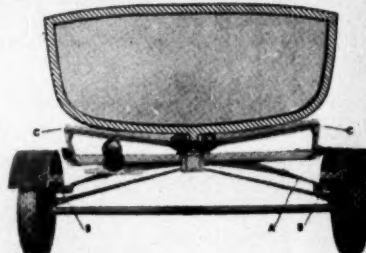
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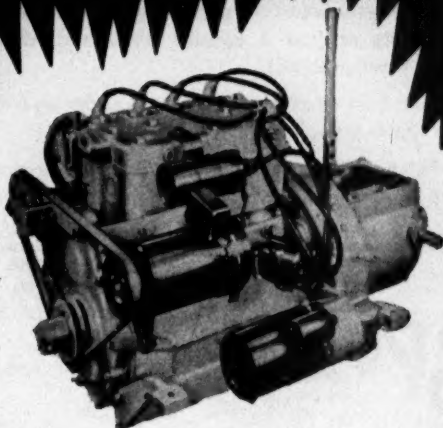
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Gently as it Cleans



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Among the Bread-Earners

with Scuttle Butt Pete

On B. C.'s Salt Chuck

There's a lot of activity this spring among British Columbia's towboat operators. Stradiotti Brothers added to their fleet a few days ago with a new diesel-powered tug, *Strady VIII*, specially designed for smashing through the ice that seems to be one of winter's inevitable accompaniments on the Fraser River. The 40 footer was built by Blair Boatworks on the North Arm... Behind a saw-blade snout, *Strady VIII* has a mass of concrete in the forepeak... A Vancouver tugboat fleet which set out with a single vessel 25 years ago and now consists of 16 units of conventional coastwise size, is now sailing under a new name—Dolmage Towing Co., formerly Harbor Towing Co.... William Dolmage, who performed several notable salvage jobs during World War II, is president of the company, and Cornelius Burke, son of Stanley Burke, who headed Boeing of Canada during the war, continues as secretary, with W. T. G. Atwood treasurer... The only new thing is the name, except that two more tugboats were recently added to the fleet, former U. S. APC craft, both 105 footers... Since the company operates over a steadily widening range the name "Harbor" was regarded as a misnomer... Vancouver Tug Boat Co., headed by Harold Jones, has taken delivery of its new \$125,000 steel barge, built at the Esquimalt yards of Yarrows, Ltd. One hundred and fifty feet long, by 42 feet, it's about the biggest of its type on the B.C. coast and will be used to transport pulp and paper from Ocean Falls to Vancouver... John Manly, enterprising builder of steel tugs at New Westminster, recently launched his 35th vessel, *Golden Spruce*, for Kelly Logging Co., operating in the Queen Charlotte Islands... This 31 foot steel vessel, designed by H. C. Hanson, can be operated by two men. The pilot house includes a built-in galley, and the skipper can tune on his radio while he stands at the wheel. The engine is a 240 hp. GM... Milne, Gilmore & German, naval architects who designed Vancouver's classy new fire boat, made the plans for *Radium Franklin*, a 69x24.6 foot

vessel being built in Vancouver for El Dorado Gold Mines in the Northwest Territories... Powered with twin 500 hp. G.M. diesels, the craft will carry ore and freight over Canada's northern waterways.

Vancouver Tug Boat Co.'s new flagship of the fleet will be *La Dene*, which is being outfitted and converted at Vancouver Shipyards, Coal Harbor, for service in deepsea towing.

This is a former U.S. Navy personnel ship, 105 feet long, with a wooden hull, powered by a 400 hp. Atlas diesel. Incidentally, it will make an even dozen vessels in the Vancouver Tug Boat Company fleet. Since it is to rank as the No. 1 unit, Harold Jones, president of the company, with a true yachtman's flair, is having a mainmast and gaff fitted aft the wheelhouse and here the company's flag will be flown.

Vancouver Shipyards had an extensive job of conversion to carry out as the craft had to be virtually made over from stem to stern, with new superstructure, reinforced transom stern, bulwarks and timbers. On the upper deck is the wheelhouse, master's and mates' room and on the boat deck are galley, cook's and first and second engineers' cabins, with accommodation for eight overall, including fo'c'sle bunks for two. Mahogany doors have been built in and the hull sheathed with gumwood in keeping with *La Dene's* rugged new career.

Wes Gibbons, Gambier Island logger, yarding out logs for the Fraser River in British Columbia, has equipped his tug *Swainbourne* with a 6 DCMR-844 Buda marine diesel of 120 hp.

New Buda marine diesels, 240 hp., have been purchased by Vancouver Tug Boat Co. for the vessels *La Fille* and *La Rose*. The tug *Elsie*, also of Vancouver, B.C., has been re-powered with a 186 hp. Buda...

Master of *Pacific Chief*, formerly the Alaskan tug *Adak* which was purchased early this year by Pacific Coyle Navigation Co., is Captain John Jamieson, and chief engineer,

Max Rybak. Captain Charlie Granholm is master of the *Santrina*, which the same company purchased more recently in Coos Bay, and Robert Bayer is chief engineer... Of the 17 tugs now owned and operated by Pacific Coyle, 11 are powered with diesel engines... Dolmage Towing Co., until recently known as Harbor Towing Co., Vancouver, has honored one of British Columbia's best known loggers, octogenarian P. B. Anderson, in naming its most recently commissioned towboat, a converted U.S. Army transport vessel, 98-foot long, powered with a 400-hp. Superior diesel...

Twenty first unit of Straits Towing, Ltd., is *Charlotte Straits*, former U.S. Army tug, 97 feet long and with a 450-hp. Fairbanks-Morse diesel power plant... Captain John Bruce has been assigned as master... Captain Fred MacFarlane, who was master of the *Snohomish* on its celebrated voyage from Buenos Aires to British Columbia several years ago, is master of *Island Sovereign*, the smart steel towboat recently commissioned by Island Tug & Barge Co. of Victoria... This vessel, was built in Chicago during World War II for the U. S. Army and was taken over by Island Tug & Barge Co. after it had been salvaged in Alaska by a syndicate composed of Straits Towing, Ltd., Pacific Salvage Ltd., Foss Launch & Tug Co. of Seattle and Island Tug & Barge Co.

Around Puget Sound

At sundown May 31 the flag of the Black Ball Line was lowered for the last time on a fleet of ferries belonging to the Puget Sound Navigation Company. The 14 boats stopped for a full minute to mark their last day of operation under private enterprise before the state of Washington took over.

This change-over of the world's largest ferry system from private to public ownership was not without some regret. On Saturday night, May 26, Black Ball employees sentimentally sponsored a farewell cruise on the streamlined *Kalakala* in honor of Captain Alex Peabody, president of the Puget Sound Navigation Company. As a parting memento Captain and Mrs. Peabody were presented with an engraved sterling silver plate, spontaneously donated by the approximately 700 employees of the system.

Captain Peabody had fought a game but losing battle with the state for several years before he was

forced to sell the operations on Puget Sound.

"I think it is the worst political mistake the state ever made," he said. "If they could offer a good reason for the purchase, it would be all right, but they are not offering the public anything, rate-wise, service-wise, or anything else. No one is gaining by it. What is it all about when a native son cannot engage in the water transportation business in this state?"

Another ceremony of a different nature occurred on June 1. Governor Arthur B. Langlie, chairman of the Washington State Toll Bridge Authority, which is buying the ferry system, marked the occasion by speeches in several Puget Sound cities. After speaking at a luncheon sponsored by the Seattle Chamber of Commerce, he crossed to Winslow on the state-owned *Chippewa*, her former orange stack covered with fresh green paint, and also spoke at Soquamish, Poulsbo, and Bremerton. His theme was: State ownership will stabilize ferry transportation and pave the way for cross-Sound bridges.

Reduction in fares are promised after the state has either wholly or partially redeemed the \$6,800,000 revenue bonds sold for the purchase and initial operation of the ferry system. Redemption of the bonds, Governor Langlie said, will take nine years at the present traffic volume. He said that ferries and terminals will be substantially improved and forecast an efficient and economical operation.

As quickly as possible the ferries will be repainted the green and white colors of the "Evergreen Line" of the state system, which now owns 19 ferries. They are the *Leschi*, *Chetzemoka*, *Illakee*, *Kitsap*, *Nisqually*, *San Mateo*, *Willapa*, *Skan-sonia*, *Chippewa*, *Klahanie*, *Quinalt*, *Shasta*, *Croslie*, *Enetai*, *Kehloken*, *Klickitat*, *Rosario*, *Vashon*, and *Kalakala*.

Stepping into the difficult job of running the ferry system is Floyd J. McDowell who is the new general manager of the Washington State Ferries. He brings considerable experience in the transportation business. For a number of years he was associated with James Griffiths & Sons, Seattle, and was vice president and general manager at the time of his retirement in 1949.

A new song, "The Black Ball Ferries," received its premiere hearing June 7 at a meeting of the Puget



The *Alaska Queen* is dwarfed by the massive derrick-barges in a recent pipe-laying job in Long Beach.

Sound Marine Historical Society where Captain Peabody was a guest of honor. The program included pictures of the early Black Ball fleet, including the old *Willapa*, the ship that started the company in business in 1895.

Joe Boles and Lynn Campbell, operators of the Spring Street Water Taxi Company, Seattle, have sold the 65-foot deluxe passenger ferry *Shearwater* to the Inland Boat Company of Long Beach, California.

Built originally by Chambers & Franck Boat Company, Seattle, Boles and Campbell used the *Shearwater* for a short time on Lake Washington between Madison Park and Kirkland. She was later used as a charter boat on the lake and on Puget Sound.

The Inland Boat Company will use her as an excursion craft out of the new Long Beach pier until October when she will be transferred to the Long Beach-Catalina run.

The boat arrived in Long Beach under her own power Memorial Day after the run down the Pacific Coast. For this trip Capt. Orin McIntyre used a crew of three men. The *Shearwater*, powered with twin General Motors 6-71 diesel engines, has passenger accommodations for 184 people.

On San Francisco Bay

The San Francisco Bridge Co., has repowered its 65 foot tug *Molly*, with a "Caterpillar" D397 marine diesel engine, developing 400 hp. continuously. The engine will drive the propeller through a Falk 3½-to-1 reverse and reduction gear. The engine and a Maxim silencer were purchased from the Thomas A. Short

Co., San Francisco. The installation was made at the yards of the Sausalito Shipbuilding Co., Sausalito.

Southern California Chatter

Pulaski, recently rehabilitated tug owned by Smith-Rice Derrick Barges, Long Beach, has been chartered to the Puget Sound Tug and Barge Company for a summer's work of towing log rafts. Before she left the south she received new Westinghouse throttle controls and an increased fuel capacity... Harry Peachy, former skipper of the tug *Kanak*, is now salvage master for Pacific Towboat & Salvage Co., Long Beach, and "Tex" Reeves has taken command of the *Kanak*... *Pacific Retriever* has completed her second trip towing oil-drilling equipment by barge to Ignacio Lagoon in Baja California for the Pike Drilling Co. Harry Peachy flew to the Mexican port to supervise the unloading... *Relief*, San Pedro Tugboat Co., in April towed Barge No. 1, to serve as a lumber barge, to Eureka from Long Beach. John Abrams was skipper and Bill Kerr, engineer. It was the first job for the big tug after the recent strike which inactivated all tugs in the Long Beach-Los Angeles harbors... Bill Thompson, who is partner in Butcher's Radiotelephone Service at Newport Beach, will be radio operator on the beautiful *Morning Star* (weather boat) when that vessel heads out from San Pedro in the 1951 Honolulu Race... *Crowley No. 9*, San Pedro, will soon be working a "quad" installation, four hydraulic 671 General Motors engines, with 6-to-1 reduction, using a Lambie propeller...

A five-derrick barge team of the Smith-Rice Derrick Barge Co., Long Beach, with the help of the Lister-Blackstone powered tug *Alaska Queen*, laid a 500-foot long pipe assembly across the floor of Long Beach Harbor entrance channel.

The job, which experts say was a record performance, involved the synchronization of five derrick barges, under the supervision of L.P. Kelly, superintendent for the barge company, lashed together and working as a team in the suspension and lowering of the pipe assembly to the floor of the bay. The fleet of barges was pushed from the outer harbor by two tugs—*Despatch* and the *Alaska Queen* and was swung laterally across the channel.

The job was done for the Long Beach City Gas Department and Lomita, Wilmington, Signal Gas Associates.

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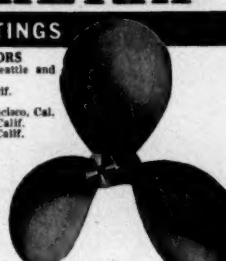
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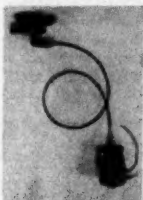
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Marine Products

Flexible Shaft Bilge Pump

Recommended for small cruisers and runabouts where space is far too limited for most other types of electric pumps is the Perko "flexo shaft" electric bilge pump, manufactured by the Perkins Marine Lamp & Hardware Corp.



New Perko bilge pump.

The phosphor bronze drive shaft is very flexible and is enclosed in a flexible bronze casing. This permits the installation of the motor in almost any convenient location and well above the normal level of water or gasoline fumes in the bilge.

The pump unit is all bronze including the mitre gears which operate the impeller. This complete unit is only 3 1/4 inches high and it may be located in various parts of the bilge where space is far too limited for other types.

The flexible shaft will permit installation through, under or around various obstructions without interfering with the pumping operation. The shafts are supplied either 3 or 6 feet long and the motor for various voltages 6, 12, 32 or 110.

The pump capacity is 500 gallons per hour at one foot head, the motor is 1/40th hp., low amperage and low battery drain.

New Universal Folder

Universal Motor Company has announced the release of a new accordion-type folder on marine engines. The folder, Universal's form BLE-1, is an eye-catcher and illustrates the complete line of Universal Marine Engines from eight to 145 horsepower.

Entitled "Choice of Seasoned Boatmen," the folder also includes specifications on all Universal Marine Engine models, as well as information on Universal Marine Electric Plants.

A copy of this new folder can be obtained by writing the Universal Motor Company, 321 Universal Drive, Oshkosh, Wisconsin.

Speeds up to 25 mph are attained on this 18-foot Rainell Albatross model with the new 25 hp Evinrude motor, has proven to be an ideal combination.



New Sutton Products

The Sutton Manufacturing Corporation, 112 W. Wilson Ave., Norfolk, Virginia, has recently expanded its marine line.

The new Sutton circulating pump is designed for circulating hot water in boat heating systems, for emptying tanks below the water line, shower baths, etc. All bronze except the motor, it pumps 560 gallons per hour at a 2-foot lift, and is available in 6, 12, 32, and 110-volt models.

pump is only 8 inches high, pumps 600 gallons per hour at one foot, weighs only 10 1/4 pounds. It comes in five models for various voltages.



The new Sutton circulating pump has many uses.



A popular new model beach seiner is this 38-foot stock model offered by Chambers & Franck Boat Co., Inc., Seattle. The latest to go fishing is the Lance Corporal owned by James F. Boggs, Juneau, Alaska. Power is a Chrysler Royal with 3-to-1 reduction. Beam is 12 feet, draft 3 feet. Design is by Ed Monk & Lorne Gordon.



These dressy new Sperry Top-Siders have a soft white elk leather top, an inner woodwedge heel and insulating cork midsole, and a non-slip sole. This light weight style comes in both narrow and medium widths.

A new heavy duty marine cabin fan, and an air circulator and cabin heater, rated at 25 and 20 watts, respectively, operate on 6, 12, 32, and 110 volts d.c.

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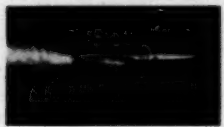
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FULL SIZE, cut to shape boat patterns, blueprints. 7½-31 feet. Illustrated "Build a Boat" catalog, 25c (coin). "How to Build Boats" book, \$1.00. PolyWog Houseboat Plans, \$10. Marine Catalog, \$1.00. Cleveland Boat Blueprint Co., Dept. A-PM, Cleveland 13, Ohio.



TRADE WINDS

Skilled hands at the helm of west coast boating business this month included . . .

★ **TRUMAN B. COOK**, of the T. B. Cook Engine Company, Portland, Oregon, announces his firm has been named distributor for the Kermath Line of marine engines for Oregon and the counties of Washington along the Columbia River. Cook is at present in Astoria in connection with engineering services the firm is performing for the Astoria Marine Construction Company on the new Navy minesweepers (AM) being built there. In charge of Portland operation in the absence of Cook is **Joseph M. Haughey**, formerly Pacific Coast Marine Manager for The Buda Company and the Packard Motor Car Company. In charge of parts and service on the Kermath line is **Earl Roberts**, formerly Service Manager for Kermath Manufacturing Co.

★ **ALF HANSON** and **GLEN SUTHERLAND** of Seattle and **H. L. REID** of Aberdeen, Washington, have announced that they have incorporated a new shipbuilding enterprise to be known as Grays Harbor Shipbuilding, Inc. The new firm has leased the site of the former Grays Harbor Shipbuilding Company from the city of Aberdeen. The company will seek government contracts.

★ **ROBERT J. CADRANELL** and associate, **Hugh Macdonald**, have purchased the Kintz Boat Basin, Seattle small boat charter firm from **C. A. Kintz**, now retired. Cadranel is from Wilmington, California, where he owned and operated the Colonial Yacht Anchorage & Boat Works. Macdonald is well known in Seattle marine circles. The property includes eight cruisers, ranging from 26-foot Chris-Crafts to 34-foot, Monk-designed sedan cruisers; a large warehouse and boat building shed, and covered ways. It is planned to install a number of covered moorages.

★ **MAJOR TED B. DANIELSEN** and **Mrs. Danielson** have left Linger Longer Lodge at Quilcene, Washington, and are residing in San Francisco where Major Danielson is on active duty with the Engineering Section at the Sixth Army Headquarters. New operators of the lodge, which for the past several years has been a favorite Hood Canal yachting rendezvous, are **Bob and Norma Denny**.

★ **HOVER EQUIPMENT CO.**, Monterey, GM and Chrysler engine dealers in that area, have been appointed direct distributors for Bendix depth recorders.

★ **WALTER ANDERSON**, partner in the San Francisco boat building firm of Anderson & Cristofani, is back on Hunters Point building boats again, after a vacation trip to the Hawaiian Islands, accompanied by his wife and daughter. The Andersons took the boat over and flew back.

★ **KEN SCOTT** of the John G. Rapp Co., San Francisco, announces the appointment of Godfredsen's Boat Works, San Rafael, as a Chris-Craft dealer in that area. A 32-foot Chris-Craft demonstrator will be kept at Godfredsen's Boat Works.

★ **WILLIAM F. LEICESTER**, president of the Borden Company's Chemical Division, announces the appointment of **Herbert H. Clarke, Jr.**, and **Charles W. Niederauer** as vice presidents. Clarke has been manager of the Chemical Division's West Coast activities since 1950. Niederauer has served as manager of general services and as executive assistant to the president of the division for the past three years.

★ **E. D. "DAN" McRAE**, a veteran of 18 years service with the General Petroleum Corporation, is now the Fort Bragg marine dealer for the firm. His station, Fort Bragg Marine, is one of the most complete on the coast. McRae was formerly with the company at Bellingham, Washington, working both the marine and industrial fields.

★ **TRACY S. NABSTEDT** was elected vice president in charge of production of the Snow-Nabstedt Gear Corp. of Hamden, Connecticut at a recent meeting of its board of directors. He has been with the company for 11 years. Other officers are **A. T. Nabstedt**, president and chairman of the board; **D. M. Pierpoint**, first vice president; **D. R. Thompson**, newly-elected treasurer; and **A. T. Nabstedt, Jr.**, newly-elected secretary. The company has manufactured marine reverse and reduction gears for 45 years and is now expanding its activities into industrial transmissions.



T. S. Nabstedt



C. E. Raabe (left), president of Woolsey Paint & Color Company, and J. W. "Jack" Nally (right), Pacific Coast representative for Woolsey's.

★ **C. EDWARD RAABE**, president, C. A. Woolsey Paint & Color Co., New York City, spent some busy days on the Pacific Coast in May calling on the trade and meeting with the company's marine distributors in California, Oregon and Washington. The trip started off as a pleasure jaunt, with Raabe, accompanied by Mrs. Raabe, coming through the canal and up the coast to Los Angeles on the **PRESIDENT POLK**. The two were joined by **J. W. "Jack" Nally**, Woolsey's Pacific Coast representative, with headquarters at Pasadena, California. After visiting with customers and distributors in the Los Angeles Harbor and San Francisco Bay areas, they headed north calling on the Oregon Marine Supply Co. at Portland and the Pacific Marine Supply Co. at Seattle, both of whom have handled Woolsey's marine paints for many years.

★ **MUIRSON WRIGHT**, president of the West Coast Engine & Equipment Co., announces that the firm has moved into new and larger quarters at 1077 Eastshore Highway, Berkeley, California. The firm distributes General Motors diesel engines, marine and industrial; Chrysler marine and industrial engines; Petter diesels; Martin outboard motors, Willard batteries; U. S. Motors electric generating plants, and Bendix depth recorders. Other officers of the firm are **Chet Bolay**, service manager; **Dick Miller**, parts manager, and **Tom Genn**, sales engineer.

★ **LAWRENCE J. SCHUTTE**, superintendent of industrial relations, The National Supply Company, Springfield, Ohio, and **Don Rosie** of National Supply's industrial relations staff at Pittsburgh, Pa., recently visited the Pacific Coast, meeting with the company's operating personnel at San Diego, Terminal Island, Oakland, Portland, Astoria, Seattle and Vancouver, B. C.

★ **ROBERT B. PATERSON**, president of the Columbian Bronze Corp., Freeport, N. Y., was recently appointed a member of the executive committee of the National Association of Engine & Boat Manufacturers, according to **George W. Coddington**, president of the NAEEM.

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Dr. Maurice P. King, a resident of Bangor, Maine, and a prominent eastern seaboard sportsman, has just taken delivery in Boston on a trim, new Harco "40" luxury cabin cruiser. The cruiser, latest to take to the water from the yards of the Harbor Boat Building Company, of Terminal Island, Los Angeles Harbor, was christened the *Einnoce*.

The cruiser was shipped to the East Coast aboard the *Marine Runner*, a ship of the Luckenbach Lines. The California-to-Boston run took nineteen days.

Dr. King had his first opportunity to see a Harco "40" in action while visiting Los Angeles a year ago.

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